

## **Appendix A**

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Initial Study/  
Notice of Preparation and Responses to the Notice of Preparation

**Initial Study**

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## INITIAL STUDY

- Project Title:** Press-Telegram Mixed Use Development
- Lead Agency:** City of Long Beach  
Division of Planning and Building  
333 West Ocean Boulevard, 7<sup>th</sup> Floor  
Long Beach, CA 90802
- Contact Person:** Craig Chalfant, Environmental Planner  
Telephone: (562) 570-6368 FAX: (562) 570-6068
- Project Location:** The project site is located at 604 Pine Avenue in the City of Long Beach, Los Angeles County, California, encompassing a full city block bounded by Pine Avenue, East 7<sup>th</sup> Street, Locust Avenue, and East 6<sup>th</sup> Street.
- Project Sponsor's  
Name and Address:** October 5 Development  
Contact: Jim Brophy  
100 West Broadway Avenue, Suite 205  
Long Beach, CA 90802  
(562) 435-1255
- Existing Land Use:** Office and commercial buildings, including the Press-Telegram Building and Meeker Building (also known as the Baker Building), and surface parking lot.
- General Plan and  
Zoning:** Downtown Planned Development District (PD-30), Downtown Mixed-Use Planning District.
- Surrounding  
Land Uses:** The site is bordered to the north, east, and west by the Downtown Mixed-Use District, and to the south by the Downtown Core District. Both of these Districts are part of the Downtown Planned Development District (PD-30), and are built out with a variety of commercial and residential uses in buildings generally ranging from one to four stories.



## DESCRIPTION OF PROJECT

The proposed project involves the development of 542 residential units and 13,000 square feet of ground floor commercial space on an approximately 2.5-acre site in the City of Long Beach. The project site is located at 604 Pine Avenue, and encompasses one full downtown block bordered to the east by Locust Avenue, to the west by Pine Avenue, to the north by 7<sup>th</sup> Street and to the south by 6<sup>th</sup> Street, and bisected by Tribune Court, an alley. The project location is illustrated on Figures 1 through 3 on pages 26 through 28. The project includes construction of two mixed-use high-rise towers, both 22 stories and 250 feet in height. A four- to eight story podium would surround both the towers and the general perimeter of the site. Approximately 1,084 on-site parking spaces would be provided in a new parking structure consisting of four above-ground levels and three below-ground levels. Vehicular access to the site would be taken from Locust Avenue and 7<sup>th</sup> Street. The existing façade of the Meeker building, a City-designated historic landmark, and portions of the existing interior and façade of the Press-Telegram Building, a potentially historic building, would be preserved and incorporated into the proposed project.

Entitlements being requested include a zoning ordinance amendment, site plan review, tentative subdivision map, and standards variance. The zoning ordinance amendment is requested to change zoning height and density limitations in the downtown mixed-use district, which currently allows 75 units per acre and a maximum height of 100 feet. The proposed project would have a density of approximately 217 units per acre and a height of 250 feet. The standards variance is requested to allow for less than the required number of parking spaces.

## PUBLIC AGENCIES WHOSE APPROVAL WILL BE REQUIRED FOR SUBSEQUENT ACTION:

- City of Long Beach Planning Commission
- Long Beach City Council

## ENVIRONMENTAL FACTORS AFFECTED

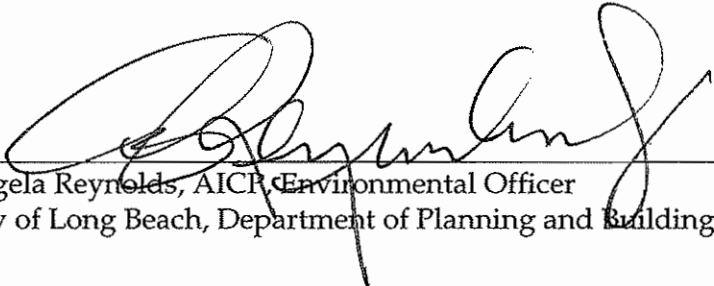
The environmental factors checked below would be potentially affected by this project, involving at least one impact that is "Potentially Significant" or "Potentially Significant Unless Mitigation Incorporated" as indicated by the checklist on the following pages.

<input checked="" type="checkbox"/> Aesthetics	<input checked="" type="checkbox"/> Hazards and Hazardous Materials	<input checked="" type="checkbox"/> Public Services
<input type="checkbox"/> Agricultural Resources	<input checked="" type="checkbox"/> Hydrology and Water Quality	<input checked="" type="checkbox"/> Recreation
<input checked="" type="checkbox"/> Air Quality	<input checked="" type="checkbox"/> Land Use and Planning	<input checked="" type="checkbox"/> Transportation/Traffic
<input type="checkbox"/> Biological Resources	<input type="checkbox"/> Energy and Mineral Resources	<input checked="" type="checkbox"/> Utilities and Service Systems
<input checked="" type="checkbox"/> Cultural Resources	<input checked="" type="checkbox"/> Noise	<input checked="" type="checkbox"/> Mandatory Findings of Significance
<input checked="" type="checkbox"/> Geology and Soils	<input checked="" type="checkbox"/> Population and Housing	

## DETERMINATION

On the basis of this initial evaluation:

- ☐ I find that the proposed project **COULD NOT** have a significant effect on the environment, and a **NEGATIVE DECLARATION** will be prepared.
- ☐ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because the mitigation measures described on an attached sheet have been added to the project. A **MITIGATED NEGATIVE DECLARATION** will be prepared.
- ☒ I find that the proposed project **MAY** have a significant effect on the environment, and an **ENVIRONMENTAL IMPACT REPORT** is required.
- ☐ I find that the proposed project **MAY** have a significant effect(s) on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets, if the effect is a "potentially significant impact" or "potentially significant unless mitigated." An **ENVIRONMENTAL IMPACT REPORT** is required, but it must analyze only the effects that remain to be addressed.
- ☐ I find that although the proposed project could have a significant effect on the environment, there **WILL NOT** be a significant effect in this case because all potential significant effects (a) have been analyzed adequately in an earlier EIR pursuant to applicable standards and (b) have been avoided or mitigated pursuant to that earlier EIR, including revisions or mitigation measures that are imposed upon the proposed project.

  
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Angela Reynolds, AICP, Environmental Officer  
City of Long Beach, Department of Planning and Building

Date

3/29/06



## Environmental Checklist

This section analyzes the potential environmental impacts associated with the proposed project. The issue areas evaluated in this Initial Study include:

- Aesthetics
- Land Use and Planning
- Agriculture Resources
- Mineral Resources
- Air Quality
- Noise
- Biological Resources
- Population and Housing
- Cultural Resources
- Public Services
- Geology and Soils
- Recreation
- Hazards and Hazardous Materials
- Shadows
- Transportation/Traffic
- Hydrology and Water Quality
- Utilities and Service Systems

The environmental analysis in this section is patterned after the Initial Study Checklist recommended by the *CEQA Guidelines*, as amended, and used by the City of Long Beach in its environmental review process. For the preliminary environmental assessment undertaken as part of this Initial Study's preparation, a determination that there is a potential for significant effects indicates the need to more fully analyze the development's impacts and identify mitigation.

For the evaluation of potential impacts, the questions in the Initial Study Checklist are stated and an answer is provided according to the analysis undertaken as part of the Initial Study. The analysis considers the long-term, direct, indirect, and cumulative impacts of the development. To each question, there are four possible responses:

- **No Impact.** The development will not have any measurable environmental impact on the environment.
- **Less Than Significant Impact.** The development will have the potential for impacting the environment, although this impact will be below established thresholds that are considered to be significant.
- **Potentially Significant Impact Unless Mitigated.** The development will have the potential to generate impacts which may be considered as a significant effect on the environment, although mitigation measures or changes to the development's physical or operational characteristics can reduce these impacts to levels that are less than significant.
- **Potentially Significant Impact.** The development could have impacts, which may be considered significant, and therefore additional analysis is required to identify mitigation measures that could reduce potentially significant impacts to less than significant levels.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
I. <b>AESTHETICS</b> -- Would the project:				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

a-b. The project site is located approximately one mile from the Pacific Ocean and is not located along a designated scenic corridor. The project site lacks important scenic resources, as it is currently developed with commercial buildings and surface parking lot in a highly urbanized area. The project is not expected to block views of offsite scenic resources such as the Pacific Ocean, as they are not visible from public viewing areas near the site. Therefore, development of the project would not affect any scenic vistas or scenic resources and **further analysis of these issues in an EIR is not warranted.**

c. The new construction would change the massing and context of the existing buildings on the site, as well as introducing contemporary styles and materials to a site characterized primarily by architecture from the 1920s and 1930s. This would change the visual character of the site.

Development of the proposed project would change the visual condition of the site through partial demolition of the existing structures and the construction of a new high-rise development (defined as 100 feet and above) much taller than the existing buildings. The project would also fill in surface parking and alley areas that are currently not occupied by structures. Although the site is urbanized, the proposed project represents a change in the type of development on the site, and would introduce a new scale of development to the immediate neighborhood, as it would be the first high-rise development proposed in the north downtown area. **This issue will be further analyzed in the EIR.**

Finally, because the proposed project would be substantially taller than most buildings in the immediate project vicinity, it would cast shadows on many of the surrounding properties, including residences, which would vary seasonally and with time of day. Residences to the north of the site are particularly likely to be shaded by the new structure. **This issue will be further analyzed in the EIR.** The analysis will include shadow modeling to illustrate the effect of building height and massing.

The changes described above would represent a potentially significant impact to the existing visual character or quality of the site and its surroundings. Accordingly, these issues will be further analyzed in an EIR.

d. Development of the proposed project would create new sources of lighting and glare on the project site, due largely to the increased height and scale of development as well as the change in character to a more modern design and mostly residential use. Although development would be expected to comply with City lighting standards, lighting and glare could create potentially significant impacts to adjacent land uses because of the departure from the scale of existing development on and around the project site. Therefore, the issue of light and glare will be further analyzed in an EIR.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
<b>II. <u>AGRICULTURAL RESOURCES</u> -- Would the project:</b>				
a) Convert Prime Farmland, Unique Farmland, Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a-c. The project site is located in a highly developed urbanized area in the Downtown Planned Development District of Long Beach, on a site that is entirely developed with structures and surface parking. Project development would not convert farmland, conflict with agricultural zoning or have the potential to result in the loss or conversion of farmland to non-agricultural use. There would be no impact and further analysis in an EIR is not warranted.



	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
<b>III. AIR QUALITY -- Would the project:</b>				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a-d. Construction activity on the project site would result in temporary air quality impacts due to the generation of fugitive dust (PM<sub>10</sub>) and exhaust emissions associated with heavy construction vehicles. Construction of the project would also involve partial demolition of the existing commercial buildings, which, due to its age, may have been constructed with asbestos-containing materials. The primary source of long-term emissions would be vehicles driven by future residents as well as future commercial-component customers. Other sources of operational emissions include stationary and area source emissions, such as the consumption of natural gas and the use of landscape maintenance equipment. Development associated with the proposed project could also result in increased carbon monoxide concentrations on congested roadways, as well as possible "wind tunnel" effects associated with construction of high-rise towers in an area where few currently exist. Because project-generated emissions could potentially exceed South Coast Air Quality Management District (SCAQMD) thresholds or otherwise be potentially significant, **these issues will be analyzed in an EIR**, and mitigation measures will be provided, including adherence to the City's regulations pertaining to air quality (Chapter 8.64 of the Municipal Code), to minimize future project-specific air quality impacts.

e. Construction activities would result in odors resulting from the use of construction equipment. However, construction activities would be temporary and would not result in significant odor impacts, particularly as the project would be required to adhere to the City's regulations pertaining to air quality (Chapter 8.64 of the Municipal Code). The proposed residential use of the property would not generate objectionable odors during normal



operations, and the project would comply with City requirements applicable to maintenance of trash areas to minimize potential odors. Therefore, impacts would be less than significant.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
<b>IV. BIOLOGICAL RESOURCES</b> – Would the project:				
a) Have a substantial adverse effect on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a-d. The project site is in an urbanized area and lacks sensitive animal species or associated habitat. Although the Pacific Ocean is located approximately one mile from the project site and the Los Angeles River is located approximately 0.7 miles from the site, there are no existing



waterways connecting the site to the ocean or other surface water body. The project does not involve development in a federally protected wetland and does not involve improvements that would impair or interrupt hydrological flow into a wetland. No impact related to movement of fish or wildlife species or migration corridors would occur. Therefore, the project would not result in impacts to animal or vegetative species or habitats and **further analysis in an EIR is not warranted.**

e, f. The project site is within an urbanized area that is not subject to any habitat conservation plan, natural communities conservation plan, or local policy or ordinance relating to biological resource protection. Therefore, the proposed project would not conflict with any biological resource policy or ordinance and **further analysis of this issue in an EIR is not warranted.**

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
<b>V. <u>CULTURAL RESOURCES</u> -- Would the project:</b>				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource as defined in §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

a. The project site is currently developed with two historic or potentially historic buildings: the Press-Telegram Building, constructed in 1923, and the Meeker Building (also known as the Baker Building), constructed in 1924. The Press-Telegram Building is designed in the Art Deco style, and is associated with the production of the city's primary newspaper of record since the 1920s. The Meeker Building, which is designated by the City of Long Beach as a historical landmark, is designed in the Renaissance Revival style and still exhibits elements of that style, including decorative brick and tile work, arched openings, medallions and friezes. Although the applicant proposes to retain the façade of the Meeker Building as well as portions of the façade and interior of the Press-Telegram Building, the majority of the interior of the residential and commercial uses would be demolished to accommodate proposed new structures and underground parking. As a result, impacts to historic resources would be potentially significant. Therefore, **the issue of historic resources will be further analyzed in an EIR**, and mitigation measures will be provided, including adherence to the City's regulations pertaining to historic resources contained in Chapter 16.52 of the Municipal Code, as warranted, to minimize impacts.



b, d. The project site is located within an urbanized area and has been subject to extensive disturbance over the years due to previous development; thus, any surficial archaeological resources or human remains that may have been present at one time have likely been previously disturbed. However, the potential does exist for previously unknown resources or remains to be damaged during demolition and site preparation, particularly where excavation for the underground parking would occur. Potential impacts to previously unknown resources are mitigable; however, with standard mitigation measures and procedures to be followed if resources or remains are discovered during grading and site preparation. **These mitigation measures will be included in the cultural resources section of the EIR.**

c. The project would not affect any known unique geological features. Impacts would be less than significant and **further analysis of this issue in an EIR is not warranted.**

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
<b>VI. <u>GEOLOGY AND SOILS</u> - Would the project:</b>				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 1-B of the Uniform Building Code, creating substantial risks to life or property?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or				



	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
<b>VI. GEOLOGY AND SOILS</b> - Would the project: alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a-d. The proposed project has the potential to expose people or structures to substantial adverse effects relating to geology and soils. Therefore, **these issues will be further evaluated in an EIR**. A geotechnical evaluation of the proposed project will be conducted to evaluate the locations of known active or potentially active faults, and the potential for impacts relating to seismicity, liquefaction, slope instability, expansive soils, subsidence, and soil erosion. Mitigation measures, including adherence to the City's Earthquake Hazard Regulations (Chapter 18.68 of the Municipal Code), will be provided for identified significant impacts.

e. The proposed development would be connected to the City sewer system and would not use on-site septic systems for wastewater treatment. No impacts would occur and further analysis in an EIR is not warranted.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
<b>VII. HAZARDS AND HAZARDOUS MATERIALS</b> - Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 1/4 mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on a site which is included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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**VII. HAZARDS AND HAZARDOUS MATERIALS - Would the project:**

- |  |                          |                          |                                     |                                     |
|--|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| f) For a project in the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the area?  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?  | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| h) Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |

a-c. The proposed residential/commercial project would not involve the transport, use, or disposal of substantial quantities of hazardous materials and would not introduce any unusual hazardous materials to the area. As discussed above (Section III, *Air Quality*), construction of the project would involve partial demolition of the commercial structures, which, due to their age, may contain asbestos and lead-based paints and materials. The removal of any asbestos-containing materials would be required to comply with all applicable existing rules and regulations, including SCAQMD Rule 1403 (Asbestos Demolition and Renovation Activities). In addition, the proposed project would have to comply with California Occupational Safety and Health Administration (CalOSHA) regulations regarding lead-based materials. The California Code of Regulations, §1532.1, require testing, monitoring, containment, and disposal of lead-based materials such that exposure levels do not exceed CalOSHA standards. Nevertheless, in order to more fully evaluate the potential for significant impacts, **this issue will be assessed further in an EIR.** Mitigation measures, including adherence to the City's regulations pertaining to hazardous materials and waste (Chapters 8.85 through 8.88 of the Municipal Code), will be provided for identified significant impacts.

d. The proposed project is in a highly urbanized area with historical industrial activity that could have resulted in soil and/or groundwater contamination. Therefore, **this impact will be analyzed in an EIR.** A Phase I Environmental Site Assessment (ESA) will be conducted to examine the potential for hazardous materials to be present on the site. Mitigation measures,



including adherence to the City's regulations pertaining to hazardous materials and waste, will be provided for identified significant impacts.

e, f. The project site is not located in the vicinity of any public or private airstrips. Significant airport safety hazards are not anticipated and **further analysis in an EIR is not warranted.**

g. The ability for emergency services to access and serve the site **will be addressed in the EIR.** Please see the discussion in Section XIII, Public Services, below.

h. The project site is in an urbanized area that is not subject to wildland fire hazards. **Further analysis of this issue in an EIR is not warranted.**

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
<b>VIII. <u>HYDROLOGY AND WATER QUALITY</u> -- Would the project:</b>				
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>



	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
<b>VIII. HYDROLOGY AND WATER QUALITY -- Would the project:</b>				
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a. The proposed project involves the partial demolition of existing structures and the construction of two high-rise towers. Because the site is currently developed with commercial structures and a surface parking lot, the proposed project would not substantially increase the area covered by impervious surfaces. Therefore, the amount of surface runoff would remain relatively unaltered. In addition, the proposed project would be required to comply with all state and federal requirements pertaining to preservation of water quality and reduction of runoff to offsite areas, including Best Management Practices (BMPs) and the implementation of a Standard Urban Storm Water Mitigation Plan (SUSMP). Finally, earthwork for project construction would involve greater than one acre of land, and therefore would require a National Pollutant Discharge Elimination System (NPDES) permit. Compliance with the NPDES program and other applicable standards would reduce impacts relating to water quality standards to a less than significant level. **Further analysis in an EIR is not warranted.**

b. The project site is entirely developed with structures and paving. As discussed above, the proposed project would not substantially increase the amount of impervious surfaces on-site. However, the proposed mixed-use development would result in a net increase in water demand due to the intensification of development proposed. Although the majority of the City's water supply consists of imported water purchased from the Metropolitan Water District of Southern California (MWD), approximately 38% is extracted from the local basin (Long Beach Water Department, February 21, 2006). Thus, the proposed project may contribute to a decrease in groundwater recharge and/or groundwater supplies. **These issues will be discussed further in the public services section of an EIR.** The analysis will include the preparation of a water supply assessment pursuant to Senate Bill (SB) 610. SB 610 requires





large development projects in California to assess the adequacy of the anticipated water supply to serve the project.

c. Because the site is currently developed with commercial structures and a surface parking lot, the proposed project would not increase the area covered by impervious surfaces. Therefore, the amount of surface runoff would remain unaltered. The drainage pattern of the project site would not change substantially. However, site clearing, grading, and compaction of soil necessary for project construction has the potential to result in discharge of sediment and temporary water quality impacts. The proposed project would occur on greater than one acre of land, and therefore would require a National Pollutant Discharge Elimination System (NPDES) permit. Compliance with the NPDES program would ensure less than significant project impacts related to RWQCB water quality standards. Standard construction practices and adherence to federal, state, and local requirements for the control of erosion and stormwater runoff would reduce impacts relating to erosion and siltation to a less than significant level. **Further analysis of this issue in an EIR is not warranted.**

d. Please refer to the discussion of Item c, above. Because the proposed project would not increase on-site impervious surfaces, project runoff would not result in significant flooding on- or off-site. **Further analysis of this issue in an EIR is not warranted.**

e. Please refer to the discussion of Item c, above. Because the proposed project would not increase on-site impervious surfaces, the proposed project is not expected to contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. The proposed project would result in less than significant impacts related to the construction of new storm water drainage facilities or expansion of existing facilities. **Further analysis of this issue in an EIR is not warranted.**

f. Please refer to the discussion of Item c, above. The proposed project is not expected to substantially degrade water quality. **Further analysis of this issue in an EIR is not warranted.**

g, h. According to the Long Beach Public Safety Element (1975), the project site is located outside the 100-year flood zone. Therefore, no significant flood impacts are anticipated and **further analysis in an EIR is not warranted.**

i, j. There are no dams or levees located within the vicinity of the project site; thus, there is no potential for flooding due to dam failure. The project site is not located near any landlocked water; therefore, impacts from seiches would not occur. The project site is located approximately one mile from the Pacific Ocean and would not be inundated by a tsunami (General Plan Public Safety Element, 1975). Therefore, no impacts from dam or levee failures, seiches, or tsunamis are anticipated and **further analysis of these issues in and EIR is not warranted.**

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
<b>IX. <u>LAND USE AND PLANNING</u> - Would the proposal:</b>				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Conflict with an applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a. The proposed project involves the development of an existing city block. The project would not physically divide an established community. No impacts would result and **further analysis of this issue in an EIR is not warranted.**

b. Implementation of the proposed project would require a zoning ordinance amendment to increase the maximum allowable height and residential densities in the Downtown Mixed-Use District (from 100 feet and 75 dwelling units per acre to 250 feet and 217 units per acre). Because changes in the land use designations on the site are needed, the project has the potential to conflict with policies contained in the local and regional planning guides. Therefore, land use compatibility and the project's consistency with applicable local and regional policies **will be further analyzed in an EIR.**

c. The proposed project would not conflict with an adopted habitat conservation plan or natural communities conservation plan. No impacts would occur and **further analysis of this issue in an EIR is not warranted.**

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
<b>X. <u>ENERGY AND MINERAL RESOURCES</u>-- Would the project:</b>				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally important mineral resource				



recovery site delineated on a local general plan, specific plan, or other land use plan?

☐ ☐ ☐ ☒

a. Oil is the primary mineral resource within the City of Long Beach. The site is not currently used for oil extraction, nor is that the proposed use. No impacts to mineral resources are anticipated in this regard, and **further analysis in an EIR is not warranted.**

b. Development of the proposed project would not result in the loss of the availability of a known mineral resource that would be of value locally, regionally, or to the State. Therefore, no impacts to mineral resources are anticipated and **further analysis in an EIR is not warranted.**

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
<b>XI. NOISE</b> - Would the project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) A substantial permanent increase in ambient noise levels above levels existing without the project?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

A project will normally have a significant effect on the environment related to noise if it will increase substantially the ambient noise levels of adjoining areas or conflict with adopted



environmental plans and goals of the community in which it is located. The City of Long Beach has adopted the State of California noise guidelines established by the Office of Noise Control and State Government Code Section 65302 (g). A noise level of 65 dBA CNEL is used as the standard for the maximum allowable noise level in a residential area and for other noise-sensitive uses.

In addition to the State noise guidelines, the City of Long Beach has adopted a quantitative Noise Control Ordinance, No. C-5371 Long Beach 1978 (Municipal Code, Chapter 8.8). The ordinance establishes maximum permissible hourly noise levels ( $L_{50}$ ) for different districts throughout the City. The City's Noise Control Ordinance also governs the time of day that construction work can be performed.

a-d. Construction activity associated with development of the proposed project would create temporary noise level increases. The grading/excavation phase of project construction tends to create the highest noise levels because of the operation of heavy equipment and the use of heavy equipment that has the potential to generate groundborne vibration and groundborne noise. Noise levels associated with heavy equipment typically range from about 78 to 88 dBA at 50 feet from the source (US EPA, 1971). Operation of this equipment could generate noise levels onsite and at adjacent receptor locations that are above ambient levels and that could exceed applicable noise standards.

Noise associated with operation of the project would be consistent with those typical of a mixed-use residential building, such as music, conversations, doors slamming, and children playing. Since parking would be located underground or enclosed within the upper-level parking levels, vehicle-related noise such as car doors slamming, engines starting, and car alarms going off would not be audible outside of the buildings. The commercial component of the proposed project would produce noise associated with loading and deliveries. These noises may conflict with residential uses.

The proposed project would also result in an increase in overall traffic on area roadways, including the existing noise sources of Locust Avenue, Pine Avenue, 6<sup>th</sup> Street, and 7<sup>th</sup> Street. Implementation of the proposed project may significantly increase ambient noise levels in the project area above current conditions.

**Noise associated with temporary construction activity and long-term project operation will be analyzed in detail in an EIR.** Mitigation, including adherence to the City's Noise Ordinance, will be recommended for identified significant impacts.

e, f. The project site is not in the vicinity of any public or private airport. Therefore, significant impacts relating to aircraft noise are not anticipated and **further analysis in an EIR is not warranted.**

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
<b>XII. <u>POPULATION AND HOUSING</u> – Would the project:</b>				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses ) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a. The proposed project would involve the partial demolition of the Press-Telegram office building and the construction of two high-rise towers containing 542 residential units. Based on the City average of 2.77 people per household (U.S. Census Bureau: State and County Quick Facts, January 2006), the residential component of the project would generate a net increase of approximately 1,501 residents. Given the City's estimated population of 491,564 people (California Department of Finance, *California Statistical Abstract*, January 2006), the population generated by the proposed project would represent an increase of approximately 0.3%. However, because the proposed project requires a zoning ordinance amendment to permit higher residential densities (from 75 units per acre to 217 units per acre), the population generated by the proposed project was not previously anticipated. **Therefore, potential impacts relating to population growth will be evaluated in an EIR.**

b, c. Implementation of the proposed project would not displace any housing or people, as the site is currently used for commercial and industrial space and not for residential purposes. **Further analysis of these issues in an EIR is not warranted.**

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
<b>XIII. <u>PUBLIC SERVICES</u></b>				
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which				



	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
<b>XIII. PUBLIC SERVICES</b>				
could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
i) Fire protection?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ii) Police protection?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iii) Schools?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iv) Parks?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
v) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a (i-iv). The proposed project would incrementally increase the demand for public services due to the increase in the residential population at the project site. As discussed under Item XII, *Population and Housing*, the proposed project would result add 542 dwelling units and approximately 1,501 residents. Because the project requires a zoning ordinance amendment to allow for this number of dwelling units, this increase would exceed that anticipated for the area. Thus, project implementation could significantly affect public services. **Potential impacts relating to fire and police protection, schools, and parks will be further evaluated in an EIR.**

v. The proposed project would not adversely affect any services other than those described above. **Further analysis of other public facilities in an EIR is not warranted.**

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
<b>XIV. RECREATION –</b>				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



a, b. The proposed project would add 542 dwelling units and approximately 1,501 residents and would therefore increase the demand for recreational facilities in the area. Although the payment of applicable park impact fees may reduce this impact, potential **recreation impacts will be further analyzed in an EIR** and mitigation will be recommended for identified significant impacts.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
<b>XV. TRANSPORTATION/TRAFFIC – Would the project:</b>				
a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g. sharp curves or dangerous intersections) or incompatible use (e.g. farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Result in inadequate parking capacity?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a, b. The proposed project would generate an increase in vehicle trips to and from the site. Project-generated trips would have the potential to adversely affect traffic levels of service on adjacent roadways. **This issue will be further evaluated in an EIR.** The traffic analysis will evaluate the project's potential to create significant impacts relating to traffic, circulation, parking, and access. Mitigation measures will be provided if necessary.

c. The project would not necessitate any change in air traffic patterns. **Further analysis of this issue in an EIR is not warranted.**



d. The proposed project would not involve the construction of new roadways, nor would it reconfigure existing roadways. Impacts related to design feature hazards would be less than significant and **further analysis of this issue in an EIR is not warranted.**

e. Emergency access to the site is provided via four roadways: Locust Avenue, Pine Avenue, 6<sup>th</sup> Street, and 7<sup>th</sup> Street. Although an on-site alley (Tribune Court) would be removed as a result of the propose project, current use of this alley is generally limited to the property owners and their patrons. All plans for development would be subject to the review of the City of Long Beach Fire Department for compliance with fire and emergency access standards. Pursuant to compliance with Long Beach Fire Department requirements, impacts related to emergency access would be less than significant. **Further analysis of this issue in an EIR is not warranted.**

f. The proposed project includes a standards variance request to permit less than the required number of parking spaces. The amount of parking provided could therefore be insufficient to meet project-generated demand. **Parking impacts will be evaluated in an EIR, and mitigation measures will be provided for identified significant impacts.**

g. No conflicts with adopted policies supporting alternative transportation modes such as bus facilities and bicycle access/parking are anticipated to occur. The proposed project involves the development of residential and commercial uses in a mixed-use development within walking distance of downtown services and other commercial and employment centers. The project site is also in close proximity to existing public transportation including several bus routes and the downtown Metro light rail station. **Further analysis of this issue in an EIR is not warranted.**

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
<b>XVI. UTILITIES AND SERVICE SYSTEMS – Would the project:</b>				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>





- or expanded entitlements needed?
- |   |                          |                                     |                          |                          |
|---|--------------------------|-------------------------------------|--------------------------|--------------------------|
| e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?  | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| g) Comply with federal, state, and local statutes and regulations related to solid waste?   | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

a, b, e. The proposed project would intensify development on the project site and would therefore increase the generation of wastewater. To determine whether the existing wastewater conveyance infrastructure and treatment plant have sufficient available capacity to accommodate wastewater from the proposed development, **these issues will be further analyzed in an EIR.**

c. Because the site is currently entirely developed with structures and surface parking, the proposed project would not increase the area covered by impervious surfaces. Therefore, the amount of surface runoff would remain unaltered and the proposed project would be required to comply with all regulatory requirements pertaining to storm water runoff. **Further analysis of this issue in an EIR is not warranted.**

d. The proposed project would increase the demand for water in the City. To determine whether or not water supplies and infrastructure are adequate to serve the proposed development, **this issue will be further analyzed in an EIR.** The analysis will include the preparation of a water supply assessment pursuant to Senate Bill 610. As discussed in Section VIII *Hydrology and Water Quality*, SB 610 requires large development projects in California to assess the adequacy of the anticipated water supply to serve the project. Mitigation measures will be provided for identified significant impacts.

f, g. Development of the proposed project would increase the amount of solid waste generated within the City. Compliance with State waste diversion requirements and the potential effects of the increase in solid waste generation on regional landfill capacity **will be further evaluated in an EIR** and waste reduction measures will be recommended for identified significant impacts.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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**XVII. MANDATORY FINDINGS OF SIGNIFICANCE –**

- |  |                                     |                                     |                          |                          |
|--|-------------------------------------|-------------------------------------|--------------------------|--------------------------|
| a) Does the project have the potential to substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory? | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, and the effects of probable future projects)?  | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/> | <input type="checkbox"/> |
| c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?  | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
- a. Additional analysis of potential project impacts on historical resources **will be included in the EIR** (refer to Item V, *Cultural Resources*).
- b. Review of cumulative impacts for each issue area that has been identified as potentially significant **will be included in the EIR**.
- c. The proposed project has the potential to create environmental effects that could significantly affect human health or safety (refer to Items III, *Air Quality*, and VII, *Hazards and Hazardous Materials*. **These issues will be studied further in an EIR.**

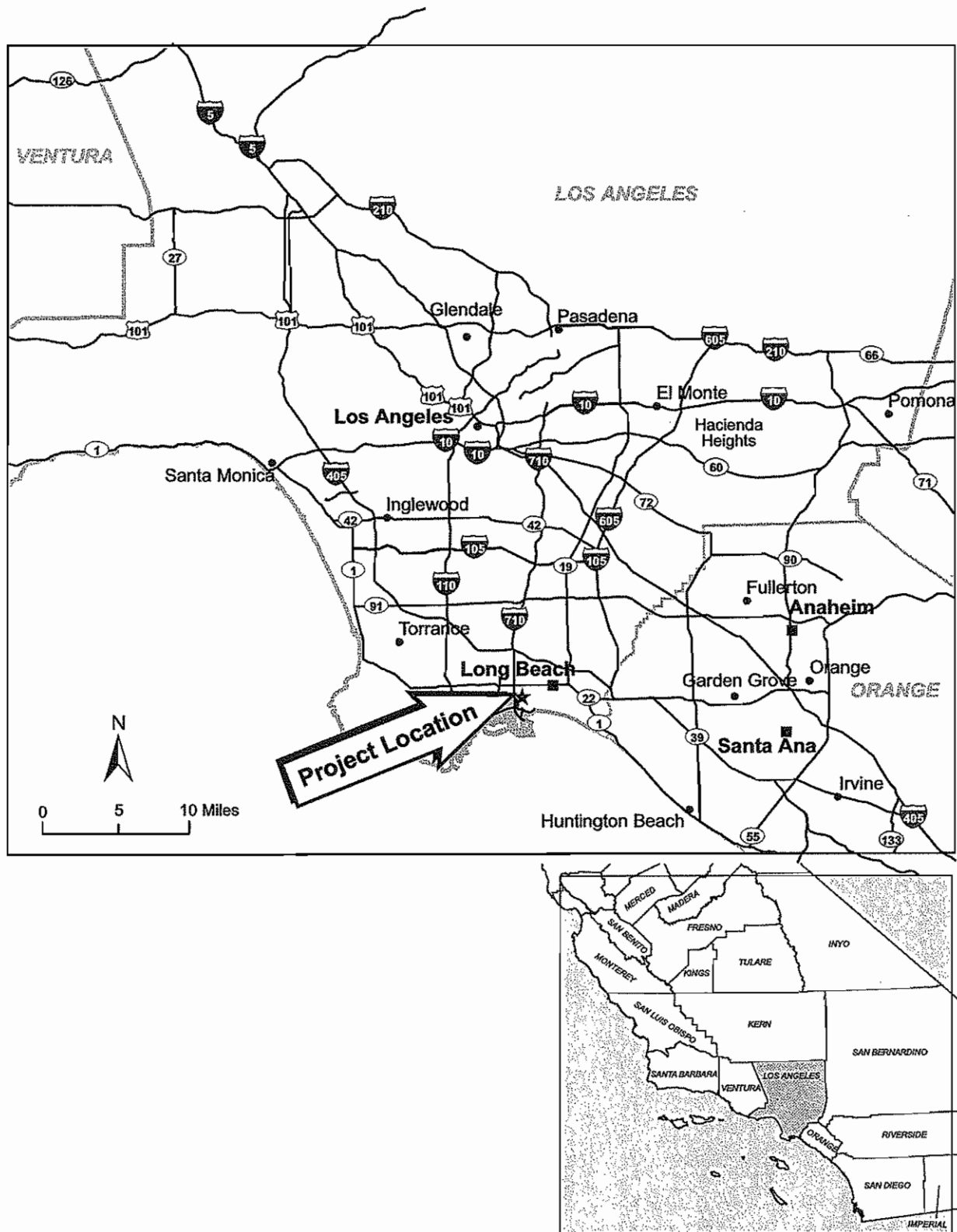


## References

- California Department of Finance, *California Statistical Abstract*, January 2006.
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- City of Long Beach General Plan, Public Safety Element, 1975.
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<<http://www.lbwater.org/>>.
- U.S. Census Bureau, State and County Quick Facts. Accessed February 21, 2006.  
<<http://quickfacts.census.gov/qfd/states/06/0643000.html>>.
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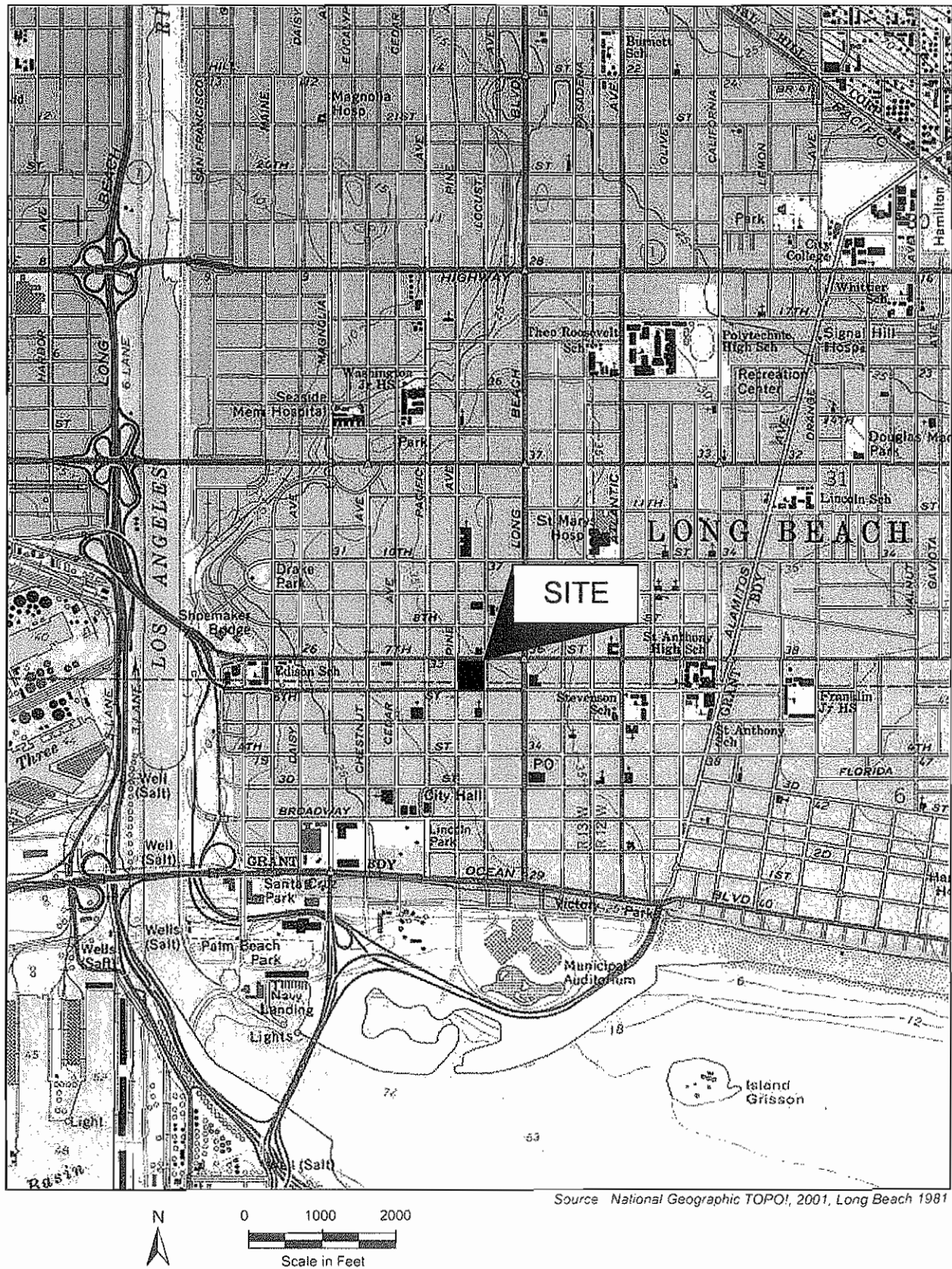




Regional Vicinity

Figure 1  
City of Long Beach



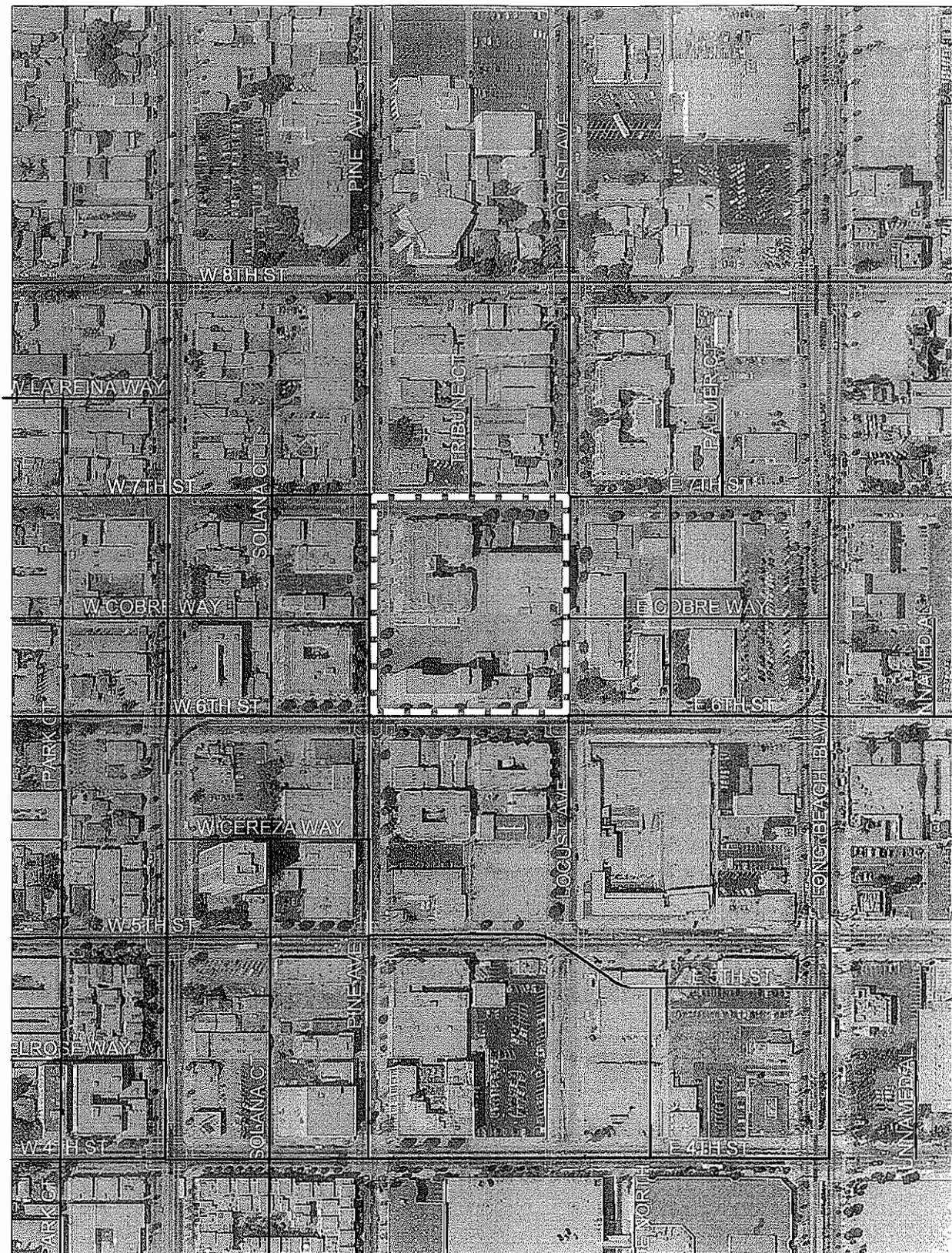


Project Location

Figure 2







0 150 300

Scale in Feet

Site Boundaries

Figure 3

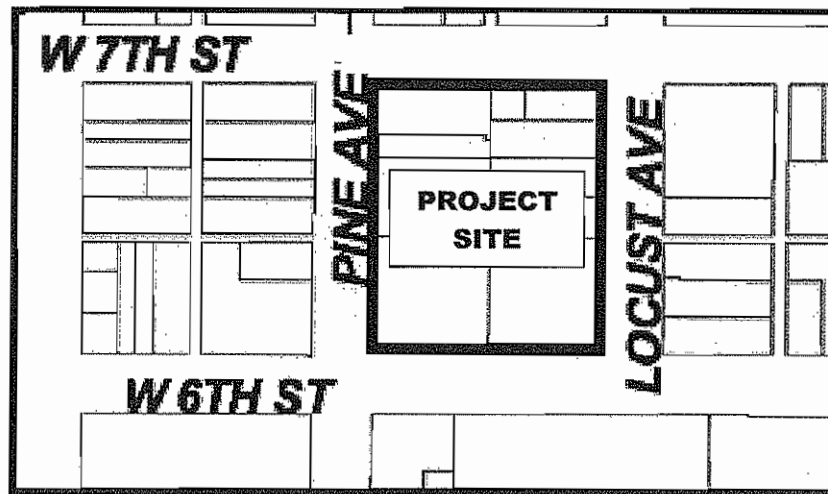


## **Press-Telegram Desarrollo de Uso-Mezclado**

### **Informe del Impacto Ambiental (EIR)**

Usted está invitado a venir a la reunión del Informe del Impacto Ambiental (EIR) para el proyecto Press-Telegram. En este taller, residentes del vecindario y personas interesados en este proyecto tendrán la oportunidad de hacer preguntas y proveer sus opiniones, que serán utilizadas como una guía en el análisis ambiental y el desarrollo futuro de este proyecto.

#### **Press-Telegram Area del Proyecto**



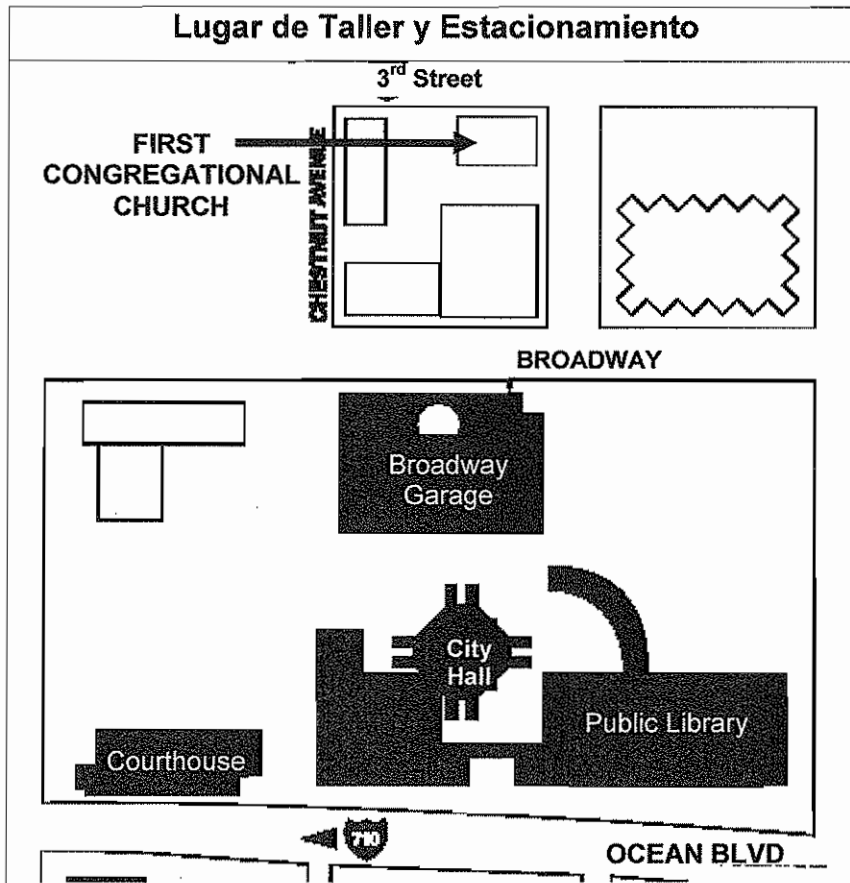
Este proyecto propone la construcción de 542 unidades de viviendas y 13,000 pies cuadradas de espacio comercial en un sitio de aproximadamente 2.5 acres en la Ciudad de Long Beach. El sitio de proyecto está ubicado en 604 Pine Avenue, ocupa una cuadra completa con frontera al este con Locust Avenue, al oeste con Pine Avenue, al norte con West 7th Street y al sur con West 6th Street y bisecado por Tribune Court, un callejón.

El proyecto requiere la construcción de dos torres del uso mezclado; ambos torres serán de 22 pisos y 250 pies de altura. El frente del Meeker Building (también conocido como el Baker Building), designado por la Ciudad como un mojón y ubicado en la esquina sureste de 7th Street y Pine Avenue, y partes del interior del Press-Telegram Building y su frente, serán restaurados y preservados a sus condiciones originales. El proyecto propone una estructura nueva para el estacionamiento para aproximadamente 1,084 carros. Serán cuatro pisos de estacionamiento arriba de la tierra y 3 pisos subterráneos. El acceso para esta estructura de estacionamiento estará en la calle Locust Avenue, y también una entrada de servicio en 7th Street.

***Vea Otro Lado Para el Lugar, Fecha, Hora y Otros Detalles de Este Taller***

**Press-Telegram Desarrollo de Uso-Mezclado  
Informe del Impacto Ambiental (EIR)**

**Jueves, 13 de abril de 2006, 6:30 p.m.  
First Congregational Church-Patterson Hall  
241 Cedar Avenue, Long Beach**



**Estacionamiento está disponible en el Garaje Broadway, localizado al lado sur de la calle Broadway entre las Avenidas Chestnut y Cedar. Todos son bienvenidos a participar sin ningún costo.**

**Habrà traducción al Español.**

Para mas información sobre el proceso del informe ambiental para este proyecto, visite <http://www.longbeach.gov/plan/pb/epd/er.asp>

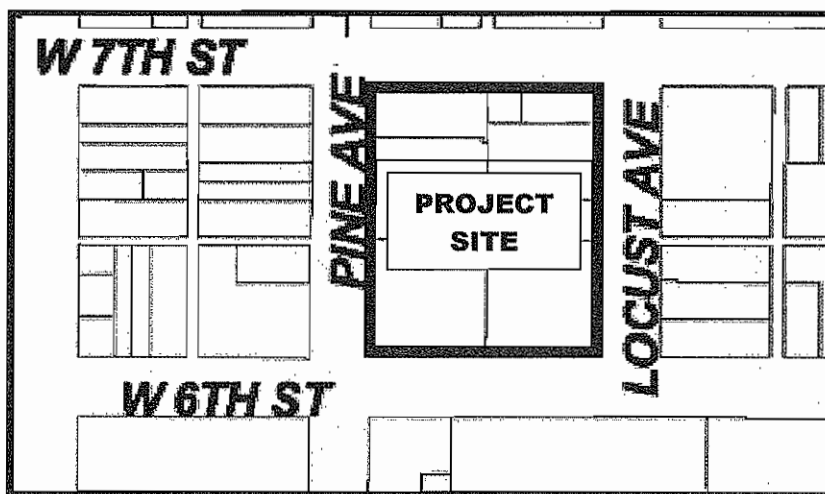
*La Ciudad de Long Beach tiene la intención de proveer acomodaciones razonables de acuerdo con el Acto de 1990 de Americanos con Incapacidades (Americans with Disabilities Act of 1990). Si usted requiere acomodaciones especiales o le gustaría obtener esta información en un formato alterno, por favor llame Belinda Pineda al (562) 570-6225 por lo menos 48 horas antes de la junta.*

**Vea Otro Lado Para Información Sobre el Proyecto Propuesto**

## **Press-Telegram Mixed-Use Development Project EIR (Environmental Impact Report) Scoping Meeting**

You are invited to attend an EIR Scoping Meeting for the Press-Telegram Mixed-Use Development Project. At this meeting, neighborhood residents and other interested persons will have the opportunity to ask questions and provide input that will be used to guide the environmental review and future development of the project.

### **Press-Telegram Mixed-Use Development Project Area**



The proposed project involves the development of 542 residential units and 13,000 square feet of ground floor commercial space on an approximately 2.5-acre site in the City of Long Beach. The project site is located at 604 Pine Avenue, and encompasses one full downtown block bordered to the east by Locust Avenue, to the west by Pine Avenue, to the north by West 7th Street and to the south by West 6th Street, and bisected by Tribune Court, an alley.

The project involves construction of two mixed use high-rise towers, both 22 stories and 250 feet in height. The existing façade of the Meeker Building (also known as the Baker Building), a City-designated historic landmark located on the southeast corner of 7th Street and Pine Avenue, and portions of the existing interior of the Press-Telegram Building and its façade, would be preserved and restored to their respective original conditions. Approximately 1,084 on-site parking spaces would be provided in a new parking structure consisting of four above-ground levels and three below-ground levels. Vehicular access to this parking structure would be taken from Locust Avenue. A mid-block service entrance would be provided from 7th Street.

***Please see the other side of this page for meeting location, date, time and other details***

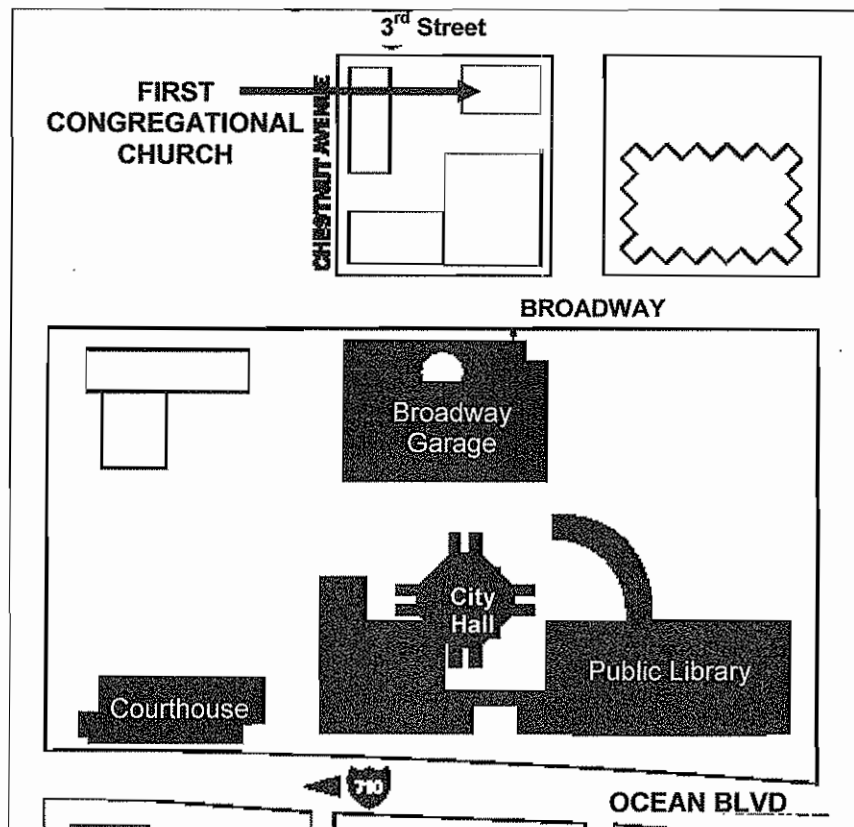
**Press-Telegram Mixed-Use Development Project  
EIR (Environmental Impact Report) Scoping Meeting**

**Thursday, April 13, 2006**

**6:30 PM**

**First Congregational Church – Patterson Hall  
241 Cedar Avenue, Long Beach**

**Workshop and Parking Locations**



**Parking is available in the Broadway Garage, located on the south side of Broadway between Chestnut and Cedar Avenues. All are welcome to attend at no charge.**

Spanish translation will be provided at this meeting.

For more information about the project's environmental review process, visit  
<http://www.longbeach.gov/plan/pb/epd/er.asp>

*The City of Long Beach intends to provide reasonable accordance with the Americans with Disabilities Act of 1990. If a special accommodation is required or to request this information in an alternative format, please contact Belinda Pineda at (562) 570-6225 at least 48 hours prior to the meeting.*

***Please see the other side of this page for information about the proposed project***

Notices of Preparation and  
Responses to the Notices of Preparation

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# Notice of Preparation

TO: \_\_\_\_\_ FROM: City of Long Beach  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
Division of Planning and Building  
333 Ocean Boulevard, 7<sup>th</sup> Floor  
Long Beach, CA 90802

**Subject: Notice of Preparation of a  
Draft Environmental Impact Report**

Project Title: Press-Telegram Mixed Use Development

Project Sponsor: City of Long Beach, Division of Planning and Building

The City of Long Beach will be the Lead Agency for preparation of an Environmental Impact Report (EIR) on the Press-Telegram Mixed Use Development project. The project proposal calls for construction of 542 residential units in two high-rise towers. A four- to eight story podium would surround both the towers and the general perimeter of the site. Both towers would be 22 stories and 250 feet in height. The project would also include 13,000 square feet of ground floor commercial space and 1,084 on-site parking spaces in a new parking structure consisting of four above-ground levels and three subterranean levels. The approximately 2.5 acre project site is located at 604 Pine Avenue and encompasses one full downtown block (bisected by Tribune Court, an alley) which is bordered on the east by Locust Avenue, on the north by 7th Street, on the west by Pine Avenue, and on the south by 6th Street. The existing façade of the Meeker Building (also known as the Baker Building), a City-designated historic landmark located on the southeast corner of 7th Street and Pine Avenue, and portions of the existing interior of the Press-Telegram Building and its façade, would be preserved and restored to their respective original conditions. Primary vehicular access to the project would be taken from Locust Avenue and 7th Street.

The project site is located in the Downtown Mixed Use District of the Downtown Planned Development District (PD-30). Entitlements being requested include a zoning ordinance amendment, site plan review, tentative subdivision map, and standards variance. The zoning ordinance amendment is requested to change zoning height and density limitations in the downtown mixed-use district, which currently allows 75 units per acre and a maximum height of 100 feet. The proposed project would have a density of approximately 217 units per acre and a height of 250 feet. The standards variance is requested to allow for less than the required number of parking spaces.

The City of Long Beach invites your comments as to the scope and content of the environmental information that is germane to your agency's statutory responsibilities in connection with the proposed project. Some state and local agencies may need to use the EIR prepared by our agency when considering your permit or other approval of certain aspects of the project.

Probable environmental effects in the issue areas of aesthetics, shadows, light and glare, air quality (including wind tunneling), historic resources, geology/soils, hazards/hazardous materials, land use/planning, noise, population/housing, public services, transportation/traffic and utilities/service systems have been identified in the Initial Study. Additional



information related to the project description, location, and the anticipated environmental effects are included in Initial Study, which is attached herewith.

**Scoping Meeting.** The City of Long Beach, in its role as a Lead Agency, will hold a public Scoping Meeting to provide an opportunity for the public and for representatives of public agencies to address the scope of the Environmental Impact Report. The Scoping Meeting for the Environmental Impact Report for the Press-Telegram Mixed Use Development project is scheduled for **Thursday, April 13, at 6:30 p.m.** at the following address:

**First Congregational Church, Patterson Hall  
241 Cedar Avenue  
Long Beach CA 90802**

**Thirty-Day Comment Period:** Due to the time limits mandated by State law, your response must be sent at the earliest possible date but not later than 30 days after receipt of this notice. The Notice of Preparation/Initial Study comment period begins on Wednesday, March 29<sup>th</sup>, 2006 and ends on Thursday, April 27<sup>th</sup>, 2006.

Please send your comments by regular mail, email or fax to:

**Angela Reynolds  
Environmental Officer  
City of Long Beach  
Division of Planning and Building  
333 Ocean Boulevard, 7<sup>th</sup> Floor  
Long Beach, CA 90802**

**Fax: (562) 570-6068**

**Email: [Angela\\_Reynolds@longbeach.gov](mailto:Angela_Reynolds@longbeach.gov)**

Date: Wednesday, March 29, 2006

Signature

Title

Telephone

  
Environmental Officer

(562) 570-6357



## South Coast Air Quality Management District

21865 Copley Drive, Diamond Bar, CA 91765-4182  
(909) 396-2000 • [www.aqmd.gov](http://www.aqmd.gov)

April 6, 2006

Ms. Angela Reynolds  
Environmental Officer  
City of Long Beach  
Division of Planning and Building  
333 Ocean Boulevard, 7<sup>th</sup> Floor  
Long Beach, CA 90802

Dear Ms. Reynolds:

### **Notice of Preparation of a Draft Environmental Impact Report for Press-Telegram Mixed Use Development**

The South Coast Air Quality Management District (SCAQMD) appreciates the opportunity to comment on the above-mentioned document. The SCAQMD's comments are recommendations regarding the analysis of potential air quality impacts from the proposed project that should be included in the Draft Environmental Impact Report (EIR). Please send the SCAQMD a copy of the Draft EIR upon its completion. In addition, please send with the Draft EIR all appendices or technical documents related to the air quality analysis and electronic versions of all air quality modeling and health risk assessment files.

#### **Air Quality Analysis**

The SCAQMD adopted its California Environmental Quality Act (CEQA) Air Quality Handbook in 1993 to assist other public agencies with the preparation of air quality analyses. The SCAQMD recommends that the Lead Agency use this Handbook as guidance when preparing its air quality analysis. Copies of the Handbook are available from the SCAQMD's Subscription Services Department by calling (909) 396-3720. Alternatively, lead agency may wish to consider using the California Air Resources Board (CARB) approved URBEMIS 2002 Model. This model is available on the SCAQMD Website at: [www.aqmd.gov/ceqa/models.html](http://www.aqmd.gov/ceqa/models.html).

The Lead Agency should identify any potential adverse air quality impacts that could occur from all phases of the project and all air pollutant sources related to the project. Air quality impacts from both construction and operations should be calculated. Construction-related air quality impacts typically include, but are not limited to, emissions from the use of heavy-duty equipment from grading, earth-loading/unloading, paving, architectural coatings, off-road mobile sources (e.g., heavy-duty construction equipment) and on-road mobile sources (e.g., construction worker vehicle trips, material transport trips). Operation-related air quality impacts may include, but are not limited to, emissions from stationary sources (e.g., boilers), area sources (e.g., solvents and coatings), and vehicular trips (e.g., on- and off-road tailpipe emissions and entrained dust). Air quality impacts from indirect sources, that is, sources that generate or attract vehicular trips should be included in the analysis.

Consistent with the SCAQMD's environmental justice enhancement I-4, in October 2003, the SCAQMD Governing Board adopted a methodology for calculating localized air quality impacts and localized significance

Ms. Angela Reynolds

-2-

April 6, 2006

thresholds (LSTs). LSTs can be used in addition to the recommended regional significance thresholds as a second indication of air quality impacts when preparing a CEQA document. Therefore, when preparing the air quality analysis for the proposed project, it is recommended that the lead agency perform a localized significance analysis by either using the LSTs developed by the SCAQMD or performing dispersion modeling as necessary. Guidance for performing a localized air quality analysis can be found at <http://www.aqmd.gov/ceqa/handbook/LST/LST.html>.

It is recommended that lead agencies for projects generating or attracting vehicular trips, especially heavy-duty diesel-fueled vehicles, perform a mobile source health risk assessment. Guidance for performing a mobile source health risk assessment ("Health Risk Assessment Guidance for Analyzing Cancer Risk from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis") can be found on the SCAQMD's CEQA webpages at the following internet address: [http://www.aqmd.gov/ceqa/handbook/mobile\\_toxic/mobile\\_toxic.html](http://www.aqmd.gov/ceqa/handbook/mobile_toxic/mobile_toxic.html). An analysis of all toxic air contaminant impacts due to the decommissioning or use of equipment potentially generating such air pollutants should also be included.

#### Mitigation Measures

In the event that the project generates significant adverse air quality impacts, CEQA requires that all feasible mitigation measures that go beyond what is required by law be utilized during project construction and operation to minimize or eliminate significant adverse air quality impacts. To assist the Lead Agency with identifying possible mitigation measures for the project, please refer to Chapter 11 of the SCAQMD CEQA Air Quality Handbook for sample air quality mitigation measures. Additionally, SCAQMD's Rule 403 - Fugitive Dust, and the Implementation Handbook contain numerous measures for controlling construction-related emissions that should be considered for use as CEQA mitigation if not otherwise required. Other measures to reduce air quality impacts from land use projects can be found in the SCAQMD's Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning. This document can be found at the following internet address: <http://www.aqmd.gov/prdas/agguide/agguide.html>. Pursuant to state CEQA Guidelines §15126.4 (a)(1)(D), any impacts resulting from mitigation measures must also be discussed.

#### Data Sources

SCAQMD rules and relevant air quality reports and data are available by calling the SCAQMD's Public Information Center at (909) 396-2039. Much of the information available through the Public Information Center is also available via the SCAQMD's World Wide Web Homepage (<http://www.aqmd.gov>).

The SCAQMD is willing to work with the Lead Agency to ensure that project-related emissions are accurately identified, categorized, and evaluated. Please call Charles Blankson, Ph.D., Air Quality Specialist, CEQA Section, at (909) 396-3304 if you have any questions regarding this letter.

Sincerely,



Steve Smith, Ph.D.  
Program Supervisor, CEQA Section  
Planning, Rule Development and Area Sources

SS:CB:li

LAC060404-071.1  
Control Number

STATE OF CALIFORNIA - BUSINESS, TRANSPORTATION AND HOUSING AGENCY

ARNOLD SCHWARZENEGGER, Governor

DEPARTMENT OF TRANSPORTATION  
DISTRICT 7, REGIONAL PLANNING  
IGR/CEQA BRANCH  
100 SO. MAIN ST.  
LOS ANGELES, CA 90012  
PHONE (213) 897-6536  
FAX (213) 897-1337  
E-Mail: [Norris.Yerjanian@dot.ca.gov](mailto:Norris.Yerjanian@dot.ca.gov)



*Flex your power!  
Be energy efficient!*

Mr. Craig Chalfant  
City of Long Beach  
333 W. Ocean Blvd., 7-Th Floor  
Long Beach, CA. 90802

IGR/CEQA# 060411/NY  
NOP/542 Residential units, 13,000 SF  
commercial/retail development  
SCH#2006031124  
LA/710/6.80

April 11, 2006

Dear Mr. Chalfant:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the 542 Residential units, 13,000 SF commercial/retail development in Long Beach.

Based on the information received, and to assist us in our efforts to completely evaluate and assess the impacts of this project on the State transportation system, a traffic study in advance of the DEIR should be prepared to analyze the following information:

Please reference the Department's **Traffic Impact Study Guideline** on the Internet at <http://www.dot.ca.gov/hq/traffops/developserv/operationalsystems/reports/tisguide.pdf>

1. Presentations of assumptions and methods used to develop trip generation, trip distribution, choice of travel mode, and assignments of trips to State Route 710.
2. Consistency of project travel modeling with other regional and local modeling forecasts and with travel data. The IGR/CEQA office may use indices to check results. Differences or inconsistencies must be thoroughly explained.

Mr. Chalfant

April 11, 2006

3. Analysis of ADT, AM, and PM peak-hour volumes for both existing and future conditions in the affected area. This should include freeways, interchanges, and intersections, and all HOV facilities. Interchange Level of Service should be specified (HCM2000 method requested). Utilization of transit lines and vehicles, and of all facilities, should be realistically estimated. Future conditions would include build-out of all projects (see next item) and any plan-horizon years.
4. Inclusion of all appropriate traffic volumes. Analysis should include traffic from the project, cumulative traffic generated from all specific approved developments in the area, and traffic growth other than from the project and developments. That is, include: existing + project + other projects + other growth.
5. Discussion of mitigation measures appropriate to alleviate anticipated traffic impacts. These mitigation discussions should include, but not be limited to, the following:
  - ☐ description of transportation infrastructure improvements
  - ☐ financial costs, funding sources and financing
  - ☐ sequence and scheduling considerations
  - ☐ implementation responsibilities, controls and monitoringAny mitigation involving transit, HOV, or TDM must be rigorously justified and its effects conservatively estimated. Improvements involving dedication of land or physical construction may be favorably considered.
6. Specification of developer's percent share of the cost, as well as a plan of realistic mitigation measures under the control of the developer. The following ratio should be estimated: Additional traffic volume due to project implementation is divided by the total increase in the traffic volume (see Appendix "B" of the Guidelines). That ratio would be the project equitable share responsibility.

We note for purposes of determining project share of costs, the number of trips from the project on each traveling segment or element is estimated in the context of forecasted traffic volumes which include build-out of all approved and not yet approved projects, and other sources of growth. Analytical methods such as select-zone travel forecast modeling might be used.

**The Department as a commenting agency under CEQA has jurisdiction superceding that of MTA in identifying the freeway analysis needed for this project. Caltrans is responsible for obtaining measures that will off-set project vehicle trip generation that worsens Caltrans facilities and hence, it does not adhere to the CMP guide of 150 or more vehicle trips added before freeway analysis is needed. MTA's Congestion Management Program in acknowledging the Department's role, stipulates that Caltrans must be consulted to identify specific locations to be analyzed on the State Highway System. Therefore State Route(s) mentioned in item #1 and it's facilities must be analyzed per the Department's Traffic Impact Study Guidelines.**

Mr. Chalfant

April 11, 2006

We look forward to reviewing the DEIR. We expect to receive a copy from the State Clearinghouse. However, to expedite the review process, you may send two copies in advance to the undersigned at the following address:

Cheryl J. Powell  
IGR/CEQA Branch Chief  
Caltrans District 07  
Regional Transportation Planning Office  
100 S. Main St., Los Angeles, CA 90012

If you have any questions regarding this response, please call the Project Engineer/Coordinator Mr. Yecjanian at (213) 897-6536 and refer to IGR/CEQA # 060411NY.

Sincerely,



Cheryl J. Powell  
IGR/CEQA Branch Chief  
Regional Transportation Planning



Ellen Skopac  
Acting Secretary  
CalEPA



## Department of Toxic Substances Control

Maureen F. Gorsen, Director  
5796 Corporate Avenue  
Cypress, California 90630



Arnold Schwarzenegger  
Governor

May 24, 2006

Mr. Craig Chalfant  
City of Long Beach  
333 West Ocean Boulevard, 7<sup>th</sup> Floor  
Long Beach, California 90802

### NOTICE OF PREPARATION (NOP) OF THE DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE PRESS-TEI EGRAM MIXED USE DEVELOPMENT PROJECT (SCH# 2006031124)

Dear Mr. Chalfant:

The Department of Toxic Substances Control (DTSC) has received your submitted document for the above-mentioned project. As stated in your document: "The proposed project is to develop of 542 residential units and 13,000 square feet of ground floor commercial space in two mixed-use high rise towers, both 22 stories and 250 feet in height; 1,084 on-site parking spaces in four above-ground levels and three below-ground levels. Demolition of existing structures..."

Based on the review of the submitted document DTSC has comments as follows:

- 1) The NOP should identify and determine whether current or historic uses at the project site may have resulted in any release of hazardous wastes/substances.
- 2) The document states that the NOP would identify any known or potentially contaminated sites within the proposed Project area. For all identified sites, the ND should evaluate whether conditions at the site may pose a threat to human health or the environment. A Phase I Assessment may be sufficient to identify these sites. Following are the databases of some of the regulatory agencies:
  - National Priorities List (NPL): A list maintained by the United States Environmental Protection Agency (U.S.EPA).
  - Site Mitigation Program Property Database (formerly CalSites): A Database primarily used by the California Department of Toxic Substances Control.

Mr. Craig Chalfant  
May 24, 2006  
Page 2

- Resource Conservation and Recovery Information System (RCRIS): A database of RCRA facilities that is maintained by U.S. EPA.
  - Comprehensive Environmental Response Compensation and Liability Information System (CERCLIS): A database of CERCLA sites that is maintained by U.S.EPA.
  - Solid Waste Information System (SWIS): A database provided by the California Integrated Waste Management Board which consists of both open as well as closed and inactive solid waste disposal facilities and transfer stations.
  - Leaking Underground Storage Tanks (LUST) / Spills, Leaks, Investigations and Cleanups (SLIC): A list that is maintained by Regional Water Quality Control Boards.
  - Local Counties and Cities maintain lists for hazardous substances cleanup sites and leaking underground storage tanks.
  - The United States Army Corps of Engineers, 911 Wilshire Boulevard, Los Angeles, California, 90017, (213) 452-3908, maintains a list of Formerly Used Defense Sites (FUDS).
- 3) The NOP should identify the mechanism to initiate any required investigation and/or remediation for any site that may be contaminated, and the government agency to provide appropriate regulatory oversight. If hazardous materials or wastes were stored at the site, an environmental assessment should be conducted to determine if a release has occurred. If so, further studies should be carried out to delineate the nature and extent of the contamination, and the potential threat to public health and/or the environment should be evaluated. It may be necessary to determine if an expedited response action is required to reduce existing or potential threats to public health or the environment. If no immediate threat exists, the final remedy should be implemented in compliance with state laws, regulations and policies.
- 4) Proper investigation, sampling and remedial actions overseen by the appropriate agency, if necessary, should be conducted at the site prior to the new development or any construction.



Mr. Craig Chalfant

May 24, 2006

Page 3

- 5) If any property adjacent to the project site is contaminated with hazardous chemicals, and if the proposed project is within 2,000 feet from a contaminated site, then the proposed development may fall within the "Border Zone of a Contaminated Property." Appropriate precautions should be taken prior to construction if the proposed project is within a "Border Zone Property."
- 6) If building structures, asphalt or concrete-paved surface areas or transportation structures are planned to be demolished, an investigation should be conducted for the presence of lead-based paints or products, asbestos containing materials (ACMs), biohazards and other waste water chemicals of concern. If lead-based paints or products or ACMs, or other chemicals of concern are identified, proper precautions should be taken during demolition activities. Additionally, the contaminants should be remediated in compliance with California environmental regulations and policies.
- 7) The project construction may require soil excavation and soil filling in certain areas. Appropriate sampling is required prior to disposal of the excavated soil. If the soil is contaminated, properly dispose of it rather than placing it in another location. Land Disposal Restrictions (LDRs) may be applicable to these soils. Also, if the project proposes to import soil to backfill the areas excavated, proper sampling should be conducted to make sure that the imported soil is free of contamination.
- 8) Human health and the environment of sensitive receptors should be protected during the construction or demolition activities. A study of the site overseen by the appropriate government agency might have to be conducted to determine if there are, have been, or will be, any releases of hazardous materials that may pose a risk to human health or the environment.
- 9) Certain hazardous waste treatment processes may require authorization from the local Certified Unified Program Agency (CUPA). Information about the requirement for authorization can be obtained by contacting your local CUPA.
- 10) If during construction/demolition of the project, soil and/or groundwater contamination is suspected, construction/demolition in the area should cease and appropriate health and safety procedures should be implemented. If it is determined that contaminated soil and/or groundwater exist, the NOP should identify how any required investigation and/or remediation will be conducted, and the appropriate government agency to provide regulatory oversight.

Mr. Craig Chalfant  
May 24, 2006  
Page 4

If you have any questions regarding this letter, please contact Mr. Al Shami, Project Manager, at (714) 484-5472.

Sincerely,



Greg Holmes  
Unit Chief  
Southern California Cleanup Operations Branch - Cypress Office

cc: Governor's Office of Planning and Research  
State Clearinghouse  
P.O. Box 3044  
Sacramento, California 95812-3044

Mr. Guenther W. Moskat, Chief  
Planning and Environmental Analysis Section  
CEQA Tracking Center  
Department of Toxic Substances Control  
P.O. Box 806  
Sacramento, California 95812-0806

CEQA #1380



**BUSINESS DEPARTMENT - Business Services**  
**Facilities Development & Planning Branch**  
 Donald K. Allen Building Services Facility  
 2425 Webster Ave., Long Beach, CA 90810  
 (562) 997-7550 Fax (562) 595-8644

April 27, 2006

Ms. Angela Reynolds  
 Environmental Officer  
 Division of Planning & Building  
 City of Long Beach  
 333 W. Ocean Boulevard  
 Long Beach, CA 90802

Via Fax (562) 570-6068

Re: Notice of Preparation - Press-Telegram Mixed Use Development

Dear Ms. Reynolds,

On behalf of the Long Beach Unified School District ("District"), we thank you for the opportunity to comment on the City of Long Beach's ("City") Notice of Preparation ("NOP") for the Press-Telegram Mixed Use Development ("Project"). The NOP contains an Initial Study/Environmental Checklist ("IS") that describes the Project and the City's preliminary analysis of the Project's potential impacts on the environment including an identification of the impacts to be addressed in the environmental impact report ("EIR").

We trust the City is planning an EIR that makes a comprehensive evaluation of the Project and its potential impacts on the environment, including many special studies. The District is particularly interested in seeing that the analysis in the EIR adequately addresses the potentially significant impacts that the Project (which we understand will include over 500 residential dwelling units and 13,000 square feet of commercial development) may have on school facilities. As you know, the District is legally responsible for providing a high quality public education to the K-12 students generated by the Project and these additional Project students will impact school facilities.

From the District's perspective, the EIR can best address the impact of the Project on school facilities by including a detailed and thorough discussion of the number of potential students generated by the Project, what type and how many school facilities these students will require, and how such facilities may be funded by the developer. In addition to addressing the potential impacts the Project may have on the District's school facilities, the District requests the EIR also consider the specific environmental impacts described below and consider the following:

The proposed project is located within the vicinity of two school sites, International Elementary School and Renaissance High School of the Arts.

International Elementary School is located 700 Locust Street, approximately 850 feet from the northwest corner of the project site.

<100'

2nd off from  
 angle at corner

Mary Stanton District 1 Member	Felton Williams District 2 Member	Suja Lowenthal District 3 President	Jon Meyer District 4 Member	Jiri Choura District 5 Vice President
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**International Elementary School Issues of Concern**

**Aesthetics:** The height of the proposed project could generate shade and shadow impacts on the school site.

**Air Quality:** The proposed project could increase long-term mobile source air emissions and short-term construction related air emissions within the project area. Local traffic congestion contributed by the proposed project could increase carbon monoxide levels at intersections near the school site.

**Noise:** The proposed project could increase long-term mobile source noise impacts and short-term construction impacts. The proposed project could involve pile driving activities which could result in vibration impacts at the school site.

**Traffic:** The proposed project could increase average daily vehicle trips and peak hour trips within the project area along Locust Street, which could potentially interfere with student drop-off and pick-up.

**Renaissance High School of the Arts Issues of Concern**

Renaissance High School of the Arts is located at 235 E. 8<sup>th</sup> Street approximately 1,530 feet north east of the project site.

**Air Quality:** The proposed project could increase long-term mobile source air emissions and short-term construction related air emissions within the project area. Local traffic congestion contributed by the proposed project could increase carbon monoxide levels at intersections near the school site.

**Noise:** The proposed project could increase long-term mobile source noise impacts within the project area.

**Traffic:** The proposed project could increase average daily vehicle trips and peak hour trips within the project area.

On behalf of the District we request the following issues be evaluated in the Draft Environmental Impact Report for the project:

- \* Prepare shade and shadow analysis for potential impacts to International Elementary School.
- \* Prepare Carbon Monoxide analysis (CO Hot Spot) at intersections near International Elementary School and Renaissance High School of the Arts.

- Prepare vibration study to determine pile driving impacts to International Elementary School.
- The noise analysis should identify increases in noise levels at International Elementary School and Renaissance High School of the Arts.
- A pedestrian safety analysis should be prepared as a component of the traffic report to address conflicts with project traffic and student drop-off/pick-up and pedestrian circulation at International Elementary School and Renaissance High School of the Arts.

Once again, we thank the City for the opportunity to comment on the NOP. Please place the District on the distribution list for the draft EIR as well as all other City projects. The District would be happy to meet with the City and the developer to discuss the Project and EIR issues further. We look forward to reviewing the draft EIR and trust our participation in the environmental review of the Project will help ensure that the Project's impacts on the environment, as well as the District's school facilities, are adequately addressed. If you should have any further questions, I may be contacted at (562) 997-7550.

Sincerely,



Carri M. Matsumoto  
Executive Director, Facilities Development & Planning

STATE OF CALIFORNIA

ARNOLD SCHWARZENEGGER, Governor

## PUBLIC UTILITIES COMMISSION

325 WEST 4TH STREET, SUITE 500  
LOS ANGELES, CA 90013

April 13, 2006

Craig Chalfant  
City of Long Beach  
333 West Ocean Boulevard, 7th Floor  
Long Beach, CA 90802

Dear Mr. Chalfant:

Re: SCH# 2006031124; Press-Telegram Mixed Use Development

As the state agency responsible for rail safety within California, we recommend that any development projects planned adjacent to or near the Los Angeles County Metropolitan Transportation Authority's Blue Line right-of-way be planned with the safety of the rail corridor in mind. New developments may increase traffic volumes not only on streets and at intersections, but also at at-grade highway-rail crossings. This includes considering pedestrian circulation patterns/destinations with respect to railroad right-of-way.

Safety factors to consider include, but are not limited to, the planning for grade separations for major thoroughfares, improvements to existing at-grade highway-rail crossings due to increase in traffic volumes and appropriate fencing to limit the access of trespassers onto the railroad right-of-way.

The above-mentioned safety improvements should be considered when approval is sought for the new development. Working with Commission staff early in the conceptual design phase will help improve the safety to motorists and pedestrians in the City.

Please advise us on the status of the project. If you have any questions in this matter, please contact me at (213) 576-7078 or at [rxm@cpuc.ca.gov](mailto:rxm@cpuc.ca.gov).

Sincerely,

  
Rosa Munoz, PE  
Utilities EngineerRail Crossings Engineering Section  
Consumer Protection & Safety Division

C: Vijay Kwami, LACMTA

**Abe Leider**

---

**From:** Craig\_Chalfant@longbeach.gov  
**Sent:** Monday, April 24, 2006 3:55 PM  
**To:** Abe Leider  
**Subject:** Re: Press Telegram Mixed Use Development

Angela:

The concern that I would like to raise, is the concern that is being raised by some in the community about the Second Samoan project, now in the planning/concept phase (we are two blocks west of the proposed project). That concern is the treatment of historical and histo-ancillary structures currently on the property. How do you propose to overcome those objections? What is your strategy for toning down the historical significance of these structures? How specifically will you mitigate the negative impact this project will have? How will you address other historical issues such that they are innocuous at best and subjective at the very least and nonetheless insignificant compared to the benefits that your project will bring to the community?

You referred to an "Initial Study" in your letter dated March 29, 2006, could you please send me a copy or e-mail it to my address. I wish the project great success. If we can help in any way, please let us know. Blessings.

*Second Samoan Congregational UCC  
655 Cedar Avenue Long Beach, CA 90802  
Rev. Misipouena Tagaloa  
(562) 628-9282 Ext. 114  
[www.secondsamoan.org](http://www.secondsamoan.org)  
"transformation, one person at a time"*

## Abe Leider

---

**From:** Craig\_Chalfant@longbeach.gov  
**Sent:** Tuesday, May 02, 2006 12:51 PM  
**To:** Abe Leider  
**Subject:** Press Telegram Mixed Use Development

"m cotton" <mbcotton@hotmail.com>

04/25/2006 05:48 PM

**To:** angela\_reynolds@longbeach.gov  
**cc:**  
**Subject:** Press Telegram Mixed Use Development

The City had asked for comments and concerns regarding this project.

I would be very concerned about 22 story towers on Pine Avenue at this location.

The height of the Press Telegram building is really as tall as buildings should be in this area. I see downtown Long Beach being overbuilt -- with a lack of parks, open space, too much density, difficulty in policing, traffic and parking concerns. Schools would also be needed for additional population.

This area should have low rise buildings, that do not put an additional burden on existing facilities.

We truly need a General Plan that addresses the City with height and density limits and relationships to parks and open space.

We seem to be allowing projects to go forward in a spot zoning approach, which does a disservice to the City and its present and future residents.

Please advise me of additional meetings and opportunities for comment.

Thank you.

Melinda Cotton  
PO Box 3310  
Long Beach, CA 90803





COUNTY SANITATION DISTRICTS  
OF LOS ANGELES COUNTY

1955 Workman Mill Road, Whittier, CA 90601-1400  
Mailing Address: P.O. Box 4998, Whittier, CA 90607-4998  
Telephone: (562) 699-7411, FAX: (562) 699-5422  
[www.lacsd.org](http://www.lacsd.org)

JAMES F. STAHL  
Chief Engineer and General Manager

April 5, 2006

File No: 03-00.04-00

Ms. Angela Reynolds, Environmental Officer  
Division of Planning and Building  
City of Long Beach  
333 West Ocean Boulevard, 7<sup>th</sup> Floor  
Long Beach, CA 90802

Dear Ms. Reynolds:

**Press-Telegram Mixed Use Development**

The County Sanitation Districts of Los Angeles County (Districts) received a Notice of Preparation of a Draft Environmental Impact Report for the subject project on April 3, 2006. The proposed development is located within the jurisdictional boundaries of District No. 3. We offer the following comments regarding sewerage service:

1. The wastewater flow originating from the proposed project will discharge to a local sewer line, which is not maintained by the Districts, for conveyance to the Districts' DeForest Avenue Trunk Sewer, located in a right of way along the west side of the Long Beach Freeway at Broadway. This 36-inch diameter trunk sewer has a design capacity of 39.4 million gallons per day (mgd) and conveyed a peak flow of 5.7 mgd when last measured in 2003.
2. The wastewater generated by the proposed project will be treated at the Joint Water Pollution Control Plant located in the City of Carson, which has a design capacity of 385 mgd and currently processes an average flow of 323 mgd.
3. The expected average wastewater flow from the project site is 109,915 gallons per day.
4. The Districts are empowered by the California Health and Safety Code to charge a fee for the privilege of connecting (directly or indirectly) to the Districts' Sewerage System or increasing the existing strength and/or quantity of wastewater attributable to a particular parcel or operation already connected. This connection fee is required to construct an incremental expansion of the Sewerage System to accommodate the proposed project, which will mitigate the impact of this project on the present Sewerage System. Payment of a connection fee will be required before a permit to connect to the sewer is issued. A copy of the Connection Fee Information Sheet is enclosed for your convenience. For more specific information regarding the connection fee application procedure and fees, please contact the Connection Fee Counter at extension 2727.
5. In order for the Districts to conform to the requirements of the Federal Clean Air Act (CAA), the design capacities of the Districts' wastewater treatment facilities are based on the regional growth

Ms. Angela Reynolds

2

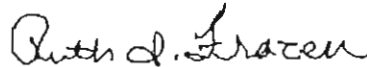
April 5, 2006

forecast adopted by the Southern California Association of Governments (SCAG). Specific policies included in the development of the SCAG regional growth forecast are incorporated into clean air plans, which are prepared by the South Coast and Antelope Valley Air Quality Management Districts in order to improve air quality in the South Coast and Mojave Desert Air Basins as mandated by the CAA. All expansions of Districts' facilities must be sized and service phased in a manner that will be consistent with the SCAG regional growth forecast for the counties of Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial. The available capacity of the Districts' treatment facilities will, therefore, be limited to levels associated with the approved growth identified by SCAG. As such, this letter does not constitute a guarantee of wastewater service, but is to advise you that the Districts intend to provide this service up to the levels that are legally permitted and to inform you of the currently existing capacity and any proposed expansion of the Districts' facilities.

If you have any questions, please contact the undersigned at (562) 908-4288, extension 2717.

Very truly yours,

James F. Stahl



Ruth I. Frazen  
Engineering Technician  
Finance & Property Management Section

RIF:rf

Enclosure

6293291

**INFORMATION SHEET FOR APPLICANTS  
PROPOSING TO CONNECT OR INCREASE THEIR DISCHARGE TO  
THE COUNTY SANITATION DISTRICTS OF LOS ANGELES COUNTY SEWERAGE SYSTEM**

**THE PROGRAM**

The County Sanitation Districts of Los Angeles County are empowered by the California Health and Safety Code to charge a fee for the privilege of connecting to a Sanitation District's sewerage system. Your connection to a City or County sewer constitutes a connection to a Sanitation District's sewerage system as these sewers flow into a Sanitation District's system. The County Sanitation Districts of Los Angeles County provide for the conveyance, treatment, and disposal of your wastewater. **PAYMENT OF A CONNECTION FEE TO THE COUNTY SANITATION DISTRICTS OF LOS ANGELES COUNTY WILL BE REQUIRED BEFORE A CITY OR THE COUNTY WILL ISSUE YOU A PERMIT TO CONNECT TO THE SEWER.**

**I. WHO IS REQUIRED TO PAY A CONNECTION FEE?**

1. Anyone connecting to the sewerage system for the first time for any structure located on a parcel(s) of land within a County Sanitation District of Los Angeles County.
2. Anyone increasing the quantity of wastewater discharged due to the construction of additional dwelling units on or a change in land usage of a parcel already connected to the sewerage system.
3. Anyone increasing the improvement square footage of a commercial or institutional parcel by more than 25 percent.
4. Anyone increasing the quantity and/or strength of wastewater from an industrial parcel.
5. If you qualify for an Ad Valorem Tax or Demolition Credit, connection fee will be adjusted accordingly.

**II. HOW ARE THE CONNECTION FEES USED?**

The connection fees are used to provide additional conveyance, treatment, and disposal facilities (capital facilities) which are made necessary by new users connecting to a Sanitation District's sewerage system or by existing users who significantly increase the quantity or strength of their wastewater discharge. The Connection Fee Program insures that all users pay their fair share for any necessary expansion of the system.

**III. HOW MUCH IS MY CONNECTION FEE?**

Your connection fee can be determined from the Connection Fee Schedule specific to the Sanitation District in which your parcel(s) to be connected is located. A Sanitation District boundary map is attached to each corresponding Sanitation District Connection Fee Schedule. Your City or County sewer permitting office has copies of the Connection Fee Schedule(s) and Sanitation District boundary map(s) for your parcel(s). If you require verification of the Sanitation District in which your parcel is located, please call the Sanitation Districts' information number listed under Item IX below.

**IV. WHAT FORMS ARE REQUIRED\*?**

The Connection Fee application package consists of the following:

1. Information Sheet for Applicants (this form)
2. Application for Sewer Connection



Arnold  
Schwarzenegger  
Governor

STATE OF CALIFORNIA  
Governor's Office of Planning and Research  
State Clearinghouse and Planning Unit



Sean Walsh  
Director

Notice of Preparation

March 30, 2006

To: Reviewing Agencies  
Re: Press-Telegram Mixed Use Development  
SCH# 2006031124

Attached for your review and comment is the Notice of Preparation (NOP) for the Press-Telegram Mixed Use Development draft Environmental Impact Report (EIR).

Responsible agencies must transmit their comments on the scope and content of the NOP, focusing on specific information related to their own statutory responsibility, within 30 days of receipt of the NOP from the Lead Agency. This is a courtesy notice provided by the State Clearinghouse with a reminder for you to comment in a timely manner. We encourage other agencies to also respond to this notice and express their concerns early in the environmental review process.

Please direct your comments to:

Craig Chalfant  
City of Long Beach  
333 W. Ocean Boulevard  
7th Floor  
Long Beach, CA 90802

with a copy to the State Clearinghouse in the Office of Planning and Research. Please refer to the SCH number noted above in all correspondence concerning this project.

If you have any questions about the environmental document review process, please call the State Clearinghouse at (916) 445-0613.

Sincerely,

for: Scott Morgan  
Project Analyst, State Clearinghouse

Attachments  
cc: Lead Agency

# Document Details Report

## State Clearinghouse Data Base

**SCH#** 2006031124  
**Project Title** Press-Telegram Mixed Use Development  
**Lead Agency** Long Beach, City of

**Type** NOP Notice of Preparation  
**Description** Development of 542 residential units and 13,000 square feet of ground floor commercial space in two mixed-use high rise towers, both 22 stories and 250 feet in height; 1,084 on-site parking spaces in four above-ground levels and three below-ground levels. Demolition of existing structures.

### Lead Agency Contact

**Name** Craig Chalfant  
**Agency** City of Long Beach  
**Phone** 562-570-6366 **Fax**  
**email**  
**Address** 333 W. Ocean Boulevard  
 7th Floor  
**City** Long Beach **State** CA **Zip** 90802

### Project Location

**County** Los Angeles  
**City** Long Beach  
**Region**  
**Cross Streets** Pine Avenue and West 6th Street  
**Parcel No.** includes 7273-025-020...  
**Township** **Range** **Section** **Base**

### Proximity to:

**Highways** 710  
**Airports**  
**Railways**  
**Waterways** Los Angeles River, Pacific Ocean  
**Schools** St. Anthony, Franklin, Boyd, Poly...  
**Land Use** Commercial/Downtown Planned Development District (PD-30)/Downtown Mixed-Use Planning District

**Project Issues** Aesthetic/Visual; Air Quality; Archaeologic-Historic; Geologic/Seismic; Noise; Population/Housing Balance; Public Services; Recreation/Parks; Schools/Universities; Sewer Capacity; Soil Erosion/Compaction/Grading; Solid Waste; Toxic/Hazardous; Traffic/Circulation; Water Supply; Growth Inducing; Landuse; Cumulative Effects

**Reviewing Agencies** Resources Agency; California Coastal Commission; Office of Historic Preservation; Department of Parks and Recreation; Department of Water Resources; Department of Fish and Game; Region 5; Department of Health Services; Office of Emergency Services; Native American Heritage Commission; State Lands Commission; California Highway Patrol; Department of Housing and Community Development; Caltrans, District 7; Integrated Waste Management Board; Department of Toxic Substances Control; Regional Water Quality Control Board, Region 4

**Date Received** 03/30/2006 **Start of Review** 03/30/2006 **End of Review** 04/28/2006

## NOP Distribution List

County: Los Angeles

SCH#

## Resources Agency

☒ Resources Agency  
Madel Gavou

☐ Dept. of Boating & Waterways  
David Johnson

☒ California Coastal  
Commission  
Elizabeth A. Fuchs

☐ Colorado River Board  
Gerald R. Zimmerman

☐ Dept. of Conservation  
Roseanne Taylor

☐ California Energy  
Commission  
Roger Johnson

☐ Dept. of Forestry & Fire  
Protection  
Allen Robertson

☒ Office of Historic  
Preservation  
Wayne Donaldson

☒ Dept. of Parks & Recreation  
Environmental Stewardship  
Section

☐ Reclamation Board  
DeeDee Jones

☐ S.F. Bay Conservation &  
Dev't Comm.  
Steve McAden

☒ Dept. of Water Resources  
Resources Agency  
Madel Gavou

☐ Conservancy

## Fish and Game

☐ Department of Fish & Game  
Scott Fink  
Environmental Services Division

☐ Fish & Game Region 1  
Donald Koch

☐ Fish & Game Region 2  
Benny Curtis

☐ Fish & Game Region 2  
Robert Fluke

☐ Fish & Game Region 4  
Mike Mulligan

☒ Fish & Game Region 5  
Don Chabwick  
Habitat Conservation Program

☐ Fish & Game Region 8  
Gabriela Galcher  
Habitat Conservation Program

☐ Fish & Game Region 6 (JM)  
Tammy Allen  
Inyo/Mono, Habitat Conservation  
Program

☐ Dept. of Fish & Game M  
George Isaac  
Marine Region

☐ Other Departments  
Food & Agriculture  
Steve Shaffer  
Dept. of Food and Agriculture

☐ Dept. of General Services  
Public School Construction

☐ Dept. of General Services  
Robert Sleepy  
Environmental Services Section

☐ Dept. of Health Services  
Veronica Ramenz  
Dept. of Health/Drinking Water

☐ Independent  
Commissions/Boards  
Delta Protection Commission  
Debby Eddy

☒ Office of Emergency Services  
Dennis Castillo

☐ Governor's Office of Planning  
& Research  
State Chairpersons

☒ Native American Heritage  
Comm.  
Debbie Treadway

☐ Public Utilities Commission  
Ken Lewis

☒ State Lands Commission  
Jean Sartin

☐ Tanza Regional Planning  
Agency (TRPA)  
Cherry Jacques

☐ Business, Trans. & Housing  
Caltrans - Division of  
Aeronautics  
Sandy Hesnard

☐ Caltrans - Planning  
Terri Pencovic

☒ California Highway Patrol  
John Olejnik  
Office of Special Projects

☒ Housing & Community  
Development  
Lisa Nichols  
Housing Policy Division

☐ Dept. of Transportation  
California Integrated Waste  
Management Board  
Sus O'Leary

☐ State Water Resources Control  
Board  
Jim Hockenberry  
Division of Financial Assistance

☐ State Water Resources Control  
Board  
Student Intern, 401 Water Quality  
Certification Unit  
Division of Water Quality

☐ State Water Resources Control Board  
Steven Herrera  
Division of Water Rights

☒ Dept. of Toxic Substances Control  
CEQA Training Center  
Department of Pesticide Regulation

☐ Caltrans, District 1  
Rex Jackman

☐ Caltrans, District 2  
Marcelino Gonzalez

☐ Caltrans, District 3  
Katherine Eastham

☐ Caltrans, District 4  
Tim Sacle

☐ Caltrans, District 5  
David Murray

☐ Caltrans, District 6  
Marc Bintaum

☒ Caltrans, District 7  
Craig J. Patel

☐ Caltrans, District 8  
Don Kopulsky

☐ Caltrans, District 9  
Gayle Rosander

☐ Caltrans, District 10  
Tom Dumas

☐ Caltrans, District 11  
Mario Orso

☐ Caltrans, District 12  
Bob Joseph

## Cal EPA

☐ Air Resources Board

☐ Airport Projects  
Jim Lerner

☐ Transportation Projects  
Kurt Karpstus

☐ Industrial Projects  
Mike Tolstrup

☒ California Integrated Waste  
Management Board  
Sus O'Leary

☐ State Water Resources Control  
Board  
Jim Hockenberry  
Division of Financial Assistance

☐ State Water Resources Control  
Board  
Student Intern, 401 Water Quality  
Certification Unit  
Division of Water Quality

☐ State Water Resources Control Board  
Steven Herrera  
Division of Water Rights

☒ Dept. of Toxic Substances Control  
CEQA Training Center  
Department of Pesticide Regulation

☐ Caltrans, District 8  
Santa Ana Region (8)

☐ Caltrans, District 9  
San Diego Region (9)

☐ Caltrans, District 10  
North Coast Region (1)

☐ Caltrans, District 11  
San Francisco Bay Region (2)

☐ Caltrans, District 12  
Central Coast Region (3)

☐ Caltrans, District 13  
Central Valley Region (4)

☐ Caltrans, District 14  
Central Valley Region (5)

☐ Caltrans, District 15  
Central Valley Region (6)
Regional Water Quality Control  
Board (RWQCB)
☐ RWQCB 1  
Cathleen Hudson  
North Coast Region (1)

☐ RWQCB 2  
Environmental Document  
Coordinator  
San Francisco Bay Region (2)

☐ RWQCB 3  
Central Coast Region (3)

☐ RWQCB 4  
Jonathan Bishop  
Los Angeles Region (4)

☐ RWQCB 5S  
Central Valley Region (5)

☐ RWQCB 5F  
Central Valley Region (5)  
Fresno Branch Office

☐ RWQCB 5R  
Central Valley Region (5)  
Reading Branch Office

☐ RWQCB 6  
Lahontan Region (6)

☐ RWQCB 6V  
Lahontan Region (6)  
Victorville Branch Office

☐ RWQCB 7  
Colorado River Basin Region (7)

☐ RWQCB 8  
Santa Ana Region (8)

☐ RWQCB 9  
San Diego Region (9)

☐ RWQCB 10  
San Francisco Bay Region (2)

☐ RWQCB 11  
San Francisco Bay Region (2)

☐ RWQCB 12  
Central Coast Region (3)

☐ RWQCB 13  
Central Valley Region (4)

☐ RWQCB 14  
Central Valley Region (5)

☐ RWQCB 15  
Central Valley Region (6)

☐ RWQCB 16  
Central Valley Region (6)

☐ RWQCB 17  
Central Valley Region (6)

☐ RWQCB 18  
Central Valley Region (6)

☐ RWQCB 19  
Central Valley Region (6)

Last Updated on 08/10/05

## **Appendix B**

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Air Quality Data

# LB Magnolia-7th.txt

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL  
JUNE 1989 VERSION  
PAGE 1

JOB: LB Press Telegram - Magnolia/7th PM Peak  
RUN: Hour 1 (WORST CASE ANGLE)  
POLLUTANT: Carbon Monoxide

## I. SITE VARIABLES

U= 1.0 M/S Z0= 100. CM ALT= 40. (M)  
BRG= WORST CASE VD= .0 CM/S  
CLAS= 7 (G) VS= .0 CM/S  
MIXH= 10. M AMB= 5.0 PPM  
SIGTH= 25. DEGREES TEMP= 7.0 DEGREE (C)

## II. LINK VARIABLES

LINK DESCRIPTION	* *	LINK COORDINATES (M) X1 Y1 X2 Y2	* *	TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. 7th St w/o M	*	600 600 750 600	*	AG	910	3.4	.0	12.0
B. 7th St e/o M	*	750 600 900 600	*	AG	1095	3.4	.0	12.0
C. Mag. s/o 7th	*	750 450 750 600	*	AG	1028	3.4	.0	12.0
D. Mag. n/o 7th	*	750 600 750 750	*	AG	919	3.4	.0	12.0

## III. RECEPTOR LOCATIONS

RECEPTOR	* *	COORDINATES (M) X Y Z
1. Recpt 1	*	753 597 .5

## IV. MODEL RESULTS (WORST CASE WIND ANGLE )

RECEPTOR	* *	BRG (DEG)	* *	PRED CONC (PPM)	* *	CONC/LINK (PPM) A B C D
1. Recpt 1	*	351.	*	5.5	*	.0 .1 .0 .3



# LB Alamos-7th.txt

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL  
JUNE 1989 VERSION  
PAGE 1

JOB: LB Press Telegram - Alamos/7th PM Peak  
RUN: Hour 1 (WORST CASE ANGLE)  
POLLUTANT: Carbon Monoxide

## I. SITE VARIABLES

U=	1.0 M/S	Z0=	100. CM	ALT=	40. (M)
BRG=	WORST CASE	VD=	.0 CM/S		
CLAS=	7 (G)	VS=	.0 CM/S		
MIXH=	10. M	AMB=	5.0 PPM		
SIGTH=	25. DEGREES	TEMP=	7.0 DEGREE (C)		

## II. LINK VARIABLES

LINK DESCRIPTION	* *	LINK COORDINATES (M)	* *	TYPE	VPH	EF (G/MI)	H (M)	W (M)			
		X1	Y1	X2	Y2						
A. 7th St w/o M	*	600	600	750	600	*	AG	2286	3.4	.0	12.0
B. 7th St e/o M	*	750	600	900	600	*	AG	3134	3.4	.0	12.0
C. Alamos s/o	*	750	450	750	600	*	AG	2659	3.4	.0	12.0
D. Alamos n/o	*	750	600	750	750	*	AG	2120	3.4	.0	12.0

## III. RECEPTOR LOCATIONS

RECEPTOR	* *	COORDINATES (M)	* *		
		X	Y	Z	
1. Recpt 1	*	753	597	.5	

## IV. MODEL RESULTS (WORST CASE WIND ANGLE )

RECEPTOR	* *	BRG (DEG)	* *	PRED CONC (PPM)	* *	CONC/LINK (PPM)	* *	A	B	C	D
1. Recpt 1	*	279.	*	6.1	*	.6	.1	.3	.0		

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URBEMIS 2002 For Windows 8.7.0

File Name: C:\Program Files\URBEMIS 2002 Version 8.7\Projects2k2\05-58551 Press\_Telegram Mit.urb  
 Project Name: 05-58551 Press-Telegram Mixed Use Development EIR  
 Project Location: South Coast Air Basin (Los Angeles area)  
 On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

SUMMARY REPORT  
(Pounds/Day - Summer)

CONSTRUCTION EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10 TOTAL	PM10 EXHAUST	PM10 DUST
*** 2008 ***							
TOTALS (lbs/day, unmitigated)	28.59	188.07	238.73	0.26	49.35	6.75	42.60
TOTALS (lbs/day, mitigated)	28.59	161.75	238.73	0.26	43.11	0.51	42.60
*** 2009 ***							
TOTALS (lbs/day, unmitigated)	38.82	240.45	322.39	0.00	8.93	8.70	0.23
TOTALS (lbs/day, mitigated)	38.82	206.85	322.39	0.00	0.89	0.66	0.23
*** 2010 ***							
TOTALS (lbs/day, unmitigated)	28.40	167.19	242.29	0.00	5.65	5.43	0.22
TOTALS (lbs/day, mitigated)	28.40	143.86	242.29	0.00	0.63	0.41	0.22

AREA SOURCE EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10
TOTALS (lbs/day, unmitigated)	27.06	4.33	3.32	0.00	0.01
TOTALS (lbs/day, mitigated)	26.99	3.46	2.93	0.00	0.01

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10
TOTALS (lbs/day, unmitigated)	28.05	24.25	263.19	0.17	24.98
TOTALS (lbs/day, mitigated)	27.73	23.85	258.80	0.16	24.56

SUM OF AREA AND OPERATIONAL EMISSION ESTIMATES

	ROG	NOx	CO	SO2	PM10
TOTALS (lbs/day, unmitigated)	55.11	28.58	266.51	0.17	24.99
TOTALS (lbs/day, mitigated)	54.72	27.31	261.73	0.16	24.57

URBEMIS 2002 For Windows 8.7.0

File Name: C:\Program Files\URBEMIS 2002 Version 8.7\Projects2k2\05-58551 Press\_Telegram Mit.urb  
Project Name: 05-58551 Press-Telegram Mixed Use Development EIR  
Project Location: South Coast Air Basin (Los Angeles area)  
On-Road Motor Vehicle Emissions Based on EMFAC2002 version 2.2

DETAIL REPORT  
(Pounds/Day - Summer)

Construction Start Month and Year: June, 2008  
Construction Duration: 26  
Total Land Use Area to be Developed: 2.5 acres  
Maximum Acreage Disturbed Per Day: 2 acres  
Single Family Units: 0 Multi-Family Units: 542  
Retail/Office/Institutional/Industrial Square Footage: 24300

CONSTRUCTION EMISSION ESTIMATES UNMITIGATED (lbs/day)

Source	ROG	NOx	CO	SO2	PM10 TOTAL	PM10 EXHAUST	PM10 DUST
*** 2008***							
Phase 1 - Demolition Emissions							
Fugitive Dust	-	-	-	-	42.00	-	42.00
Off-Road Diesel	8.79	63.84	67.45	-	2.73	2.73	0.00
On-Road Diesel	6.08	107.11	22.65	0.26	3.15	2.56	0.59
Worker Trips	0.09	0.11	2.28	0.00	0.01	0.00	0.01
Maximum lbs/day	14.96	171.06	92.38	0.26	47.89	5.29	42.60

Phase 2 - Site Grading Emissions							
Fugitive Dust	-	-	-	-	20.00	-	20.00
Off-Road Diesel	21.56	141.03	175.24	-	5.34	5.34	0.00
On-Road Diesel	2.16	47.00	8.04	0.09	1.12	0.91	0.21
Worker Trips	0.07	0.04	0.80	0.00	0.01	0.00	0.01
Maximum lbs/day	23.79	188.07	184.08	0.09	26.47	6.25	20.22

Phase 3 - Building Construction							
Bldg Const Off-Road Diesel	27.48	177.82	225.15	-	6.73	6.73	0.00
Bldg Const Worker Trips	1.10	0.64	13.58	0.00	0.23	0.01	0.22
Arch Coatings Off-Gas	0.00	-	-	-	-	-	-
Arch Coatings Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Asphalt Off-Gas	0.00	-	-	-	-	-	-
Asphalt Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
Asphalt On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Asphalt Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	28.59	178.46	238.73	0.00	6.97	6.75	0.22

Max lbs/day all phases 28.59 188.07 238.73 0.26 49.35 6.75 42.60

*** 2009***							
Phase 1 - Demolition Emissions							
Fugitive Dust	-	-	-	-	0.00	-	0.00
Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Phase 2 - Site Grading Emissions							
Fugitive Dust	-	-	-	-	0.00	-	0.00
Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Phase 3 - Building Construction							
Bldg Const Off-Road Diesel	27.48	172.01	228.01	-	6.01	6.01	0.00
Bldg Const Worker Trips	1.00	0.59	12.53	0.00	0.23	0.01	0.22
Arch Coatings Off-Gas	0.00	-	-	-	-	-	-
Arch Coatings Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Asphalt Off-Gas	0.18	-	-	-	-	-	-
Asphalt Off-Road Diesel	10.16	67.47	81.99	-	2.66	2.66	0.00
Asphalt On-Road Diesel	0.03	0.48	0.12	0.00	0.01	0.01	0.00
Asphalt Worker Trips	0.04	0.02	0.47	0.00	0.01	0.00	0.01
Maximum lbs/day	38.82	240.45	322.39	0.00	8.93	8.70	0.23

Max lbs/day all phases 38.82 240.45 322.39 0.00 8.93 8.70 0.23

\*\*\* 2010\*\*\*

Phase 1 - Demolition Emissions

Fugitive Dust	-	-	-	-	0.00	-	0.00
Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Phase 2 - Site Grading Emissions

Fugitive Dust	-	-	-	-	0.00	-	0.00
Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Phase 3 - Building Construction

Bldg Const Off-Road Diesel	27.48	166.65	230.76	-	5.42	5.42	0.00
Bldg Const Worker Trips	0.91	0.54	11.53	0.00	0.23	0.01	0.22
Arch Coatings Off-Gas	0.00	-	-	-	-	-	-
Arch Coatings Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Asphalt Off-Gas	0.00	-	-	-	-	-	-
Asphalt Off-Road Diesel	0.00	0.00	0.00	-	0.00	0.00	0.00
Asphalt On-Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Asphalt Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Maximum lbs/day	28.40	167.19	242.29	0.00	5.65	5.43	0.22
Max lbs/day all phases	28.40	167.19	242.29	0.00	5.65	5.43	0.22

Phase 1 - Demolition Assumptions

Start Month/Year for Phase 1: Jun '08  
Phase 1 Duration: 2 months  
Building Volume Total (cubic feet): 3072000  
Building Volume Daily (cubic feet): 100000  
On-Road Truck Travel (VMT): 5556  
Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
1	Concrete/Industrial saws	84	0.730	8.0
1	Off Highway Tractors	255	0.410	8.0
2	Other Equipment	190	0.620	8.0
1	Signal Boards	119	0.820	8.0

Phase 2 - Site Grading Assumptions

Start Month/Year for Phase 2: Aug '08  
Phase 2 Duration: 3 months  
On-Road Truck Travel (VMT): 1972  
Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
2	Cranes	190	0.430	8.0
2	Crushing/Processing Equip	154	0.780	8.0
1	Excavators	180	0.580	8.0
2	Off Highway Tractors	255	0.410	8.0
2	Off Highway Trucks	417	0.490	8.0
1	Signal Boards	119	0.820	8.0

Phase 3 - Building Construction Assumptions

Start Month/Year for Phase 3: Nov '08  
Phase 3 Duration: 21 months  
Start Month/Year for SubPhase Building: Nov '08  
SubPhase Building Duration: 20 months  
Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
2	Cranes	190	0.430	8.0
2	Off Highway Tractors	255	0.410	8.0
4	Off Highway Trucks	417	0.490	8.0
2	Other Equipment	190	0.620	8.0
1	Signal Boards	119	0.820	8.0
1	Tractor/Loaders/Backhoes	79	0.465	8.0

SubPhase Architectural Coatings Turned OFF

Start Month/Year for SubPhase Asphalt: Jun '09  
SubPhase Asphalt Duration: 1 months  
Acres to be Paved: 1.5

Off-Road Equipment

No.	Type	Horsepower	Load Factor	Hours/Day
1	Other Equipment	190	0.620	8.0
1	Pavers	132	0.590	8.0
2	Paving Equipment	111	0.530	8.0
1	Rollers	114	0.430	8.0

1	Surfacing Equipment	437	0.490	8.0
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AREA SOURCE EMISSION ESTIMATES (Summer Pounds per Day, Unmitigated)					
Source	ROG	NOx	CO	SO2	PM10
Natural Gas	0.33	4.32	1.94	0	0.01
Hearth - No summer emissions					
Landscaping	0.21	0.01	1.38	0.00	0.00
Consumer Prdcts	26.52	-	-	-	-
Architectural Coatings	0.00	-	-	-	-
TOTALS(lbs/day,unmitigated)	27.06	4.33	3.32	0.00	0.01

# UNMITIGATED OPERATIONAL EMISSIONS

	ROG	NOx	CO	SO2	PM10
Apartments high rise	24.00	19.21	210.97	0.13	19.80
Junior college (2 yrs) CS	4.05	5.04	52.22	0.03	5.18
TOTAL EMISSIONS (lbs/day)	28.05	24.25	263.19	0.17	24.98

Includes correction for passby trips.

Includes the following double counting adjustment for internal trips:

Residential trips: 2.20 % reduction. Nonresidential trips: 7.48 % reduction.

## OPERATIONAL (Vehicle) EMISSION ESTIMATES

Analysis Year: 2008 Temperature (F): 90 Season: Summer

EMFAC Version: EMFAC2002 (9/2002)

## Summary of Land Uses:

Unit Type	Acreage	Trip Rate	No. Units	Total Trips
Apartments high rise	8.74	4.11 trips/dwelling unit	542.00	2,226.40
Junior college (2 yrs) CS		25.43 trips/1000 sq. ft.	24.30	618.01
Sum of Total Trips				2,844.41
Total Vehicle Miles Traveled				16,455.55

## Vehicle Assumptions:

### Fleet Mix:

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	55.00	1.60	98.00	0.40
Light Truck < 3,750 lbs	15.00	2.70	95.30	2.00
Light Truck 3,751- 5,750	16.20	1.20	97.50	1.30
Med Truck 5,751- 8,500	7.20	1.40	95.80	2.80
Lite-Heavy 8,501-10,000	1.10	0.00	81.80	18.20
Lite-Heavy 10,001-14,000	0.40	0.00	50.00	50.00
Med-Heavy 14,001-33,000	1.00	0.00	20.00	80.00
Heavy-Heavy 33,001-60,000	0.90	0.00	11.10	88.90
Line Haul > 60,000 lbs	0.00	0.00	0.00	100.00
Urban Bus	0.20	0.00	50.00	50.00
Motorcycle	1.70	76.50	23.50	0.00
School Bus	0.10	0.00	0.00	100.00
Motor Home	1.20	8.30	83.30	8.40

## Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	11.5	4.9	6.0	10.3	5.5	5.5
Rural Trip Length (miles)	11.5	4.9	6.0	10.3	5.5	5.5
Trip Speeds (mph)	35.0	40.0	40.0	40.0	40.0	40.0
% of Trips - Residential	20.0	37.0	43.0			

## % of Trips - Commercial (by land use)

Junior college (2 yrs) CSULG Arts Council Office and Cl	5.0	2.5	92.5
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#### Changes made to the default values for Land Use Trip Percentages

The Trip Rate and/or Acreage values for Apartments high rise have changed from the defaults 5.28/8.74 to 4.2/8.74

#### Changes made to the default values for Construction

The user has overridden the Default Phase Lengths

Phase 1 mitigation measure Off-Road Diesel Exhaust: Use aqueous diesel fuel has been changed from off to on.  
Phase 1 mitigation measure Off-Road Diesel Exhaust: Use diesel particulate filter has been changed from off to on.  
Phase 1 mitigation measure On-Road Diesel Exhaust: Use aqueous diesel fuel has been changed from off to on.  
Phase 1 mitigation measure On-Road Diesel Exhaust: Use diesel particulate filter has been changed from off to on.  
Phase 2 mitigation measure Soil Disturbance: Apply soil stabilizers to inactive areas has been changed from off to on.  
Phase 2 mitigation measure Soil Disturbance: Replace ground cover in disturbed areas quickly has been changed from off to on.  
Phase 2 mitigation measure Soil Disturbance: Water exposed surfaces - 2x daily has been changed from off to on.  
Phase 2 mitigation measure Off-Road Diesel Exhaust: Use aqueous diesel fuel has been changed from off to on.  
Phase 2 mitigation measure Off-Road Diesel Exhaust: Use diesel particulate filter has been changed from off to on.  
Phase 2 mitigation measure On-Road Diesel Exhaust: Use aqueous diesel fuel has been changed from off to on.  
Phase 2 mitigation measure On-Road Diesel Exhaust: Use diesel particulate filter has been changed from off to on.  
Phase 2 mitigation measure Stockpiles: Cover all stock piles with tarps has been changed from off to on.  
Phase 2 mitigation measure Unpaved Roads: Water all haul roads 2x daily has been changed from off to on.  
Phase 2 mitigation measure Unpaved Roads: Reduce speed on unpaved roads to < 15 mph has been changed from off to on.  
Phase 3 mitigation measure Off-Road Diesel Exhaust: Use aqueous diesel fuel has been changed from off to on.  
Phase 3 mitigation measure Off-Road Diesel Exhaust: Use diesel particulate filter has been changed from off to on.  
Phase 3 mitigation measure Off-Road Diesel Exhaust: Use aqueous diesel fuel has been changed from off to on.  
Phase 3 mitigation measure Off-Road Diesel Exhaust: Use diesel particulate filter has been changed from off to on.  
Phase 3 mitigation measure On-Road Diesel Exhaust: Use aqueous diesel fuel has been changed from off to on.  
Phase 3 mitigation measure On-Road Diesel Exhaust: Use diesel particulate filter has been changed from off to on.

#### Changes made to the default values for Area

The hearth option switch changed from on to off.  
The arch. coatings option switch changed from on to off.  
The area source mitigation measure option switch changed from off to on.  
The landscape year changed from 2005 to 2008.  
Mitigation measure Residential Increase Efficiency Beyond Title 24 has been changed from off to on.  
Mitigation measure Commercial Increase Efficiency Beyond Title 24 has been changed from off to on.

#### Changes made to the default values for Operations

The pass by trips option switch changed from off to on.  
The double counting option switch changed from off to on.  
The mitigation option switch changed from off to on.  
The operational emission year changed from 2005 to 2008.  
The Res and Non-Res Mix of Uses Mitigation changed from off to on.  
The Res and Non-Res Local-Serving Retail Mitigation changed from off to on.  
The Res and Non-Res Transit Service Mitigation changed from off to on.



## **Appendix C**

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### Cultural Resources Report

# **HISTORIC RESOURCES REPORT PRESS-TELEGRAM AND MEEKER/BAKER BUILDINGS LONG BEACH, CA**

31 July 2006  
rev 15 August 2006

Prepared for:

Rincon Consultants  
790 East Santa Clara Street  
Ventura CA 93001

Prepared by:



## 1. Introduction

This report was prepared for the purpose of assisting City of Long Beach in their compliance with the California Environmental Quality Act (CEQA) as it relates to historic resources, in connection with a proposal to construct 542 residential units in two high-rise towers on the block bounded by Locust Avenue, 7th Street, Pine Avenue, and 6th Street. Both towers would be approximately 22 stories and 250 feet in height. The project would also include ground floor commercial space and a new subterranean and above-ground parking structure. The project proposes to integrate the exterior building walls of the Meeker Building (also known as the Baker Building, 650 Pine Avenue), a City-designated historic landmark located on the southeast corner of 7th Street and Pine Avenue, and portions of the existing interior of the Press-Telegram Building (604 Pine Avenue). The exterior building walls of both the Meeker (Baker) and the Press-Telegram buildings are proposed to be preserved and restored to their respective historic conditions. [Figure 1]

This report assesses the historical and architectural significance of potentially significant historic properties in accordance with the National Register of Historic Places (NRHP), the California Register of Historical Resources (CRHR) Criteria for Evaluation, and City of Long Beach criteria. A determination will be made as to whether adverse environmental impacts on historic resources, as defined by CEQA and the CEQA Guidelines, may occur as a consequence of the proposed project, and recommend the adoption of mitigation measures, as appropriate.

This report was prepared by San Buenaventura Research Associates of Santa Paula, California, Judy Triem, Historian; and Mitch Stone, Preservation Planner, for Rincon Consultants, Inc., and is based on a field investigation and research conducted January to June, 2006. The conclusions contained herein represent the professional opinions of San Buenaventura Research Associates, and are based on the factual data available at the time of its preparation, the application of the appropriate local, state and federal regulations, and best professional practices.

## 2. Administrative Setting

The California Environmental Quality Act (CEQA) requires evaluation of project impacts on historic resources, including properties "listed in, or determined eligible for listing in, the California Register of Historical Resources [or] included in a local register of historical resources." A resource is eligible for listing on the California Register of Historical Resources if it meets any of the criteria for listing, which are:

1. Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;
2. Is associated with the lives of persons important in our past;
3. Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or
4. Has yielded, or may be likely to yield, information important in prehistory or history.

By definition, the California Register of Historical Resources also includes all "properties formally determined eligible for, or listed in, the National Register of Historic Places," and certain specified State Historical Landmarks. The majority of "formal determinations" of NRHP eligibility occur when properties are evaluated by the State Office of Historic Preservation in connection with federal environmental review procedures (Section 106 of the National Historic Preservation Act of 1966). Formal determinations of eligibility also occur when properties are nominated to the NRHP, but are not listed due to owner objection.

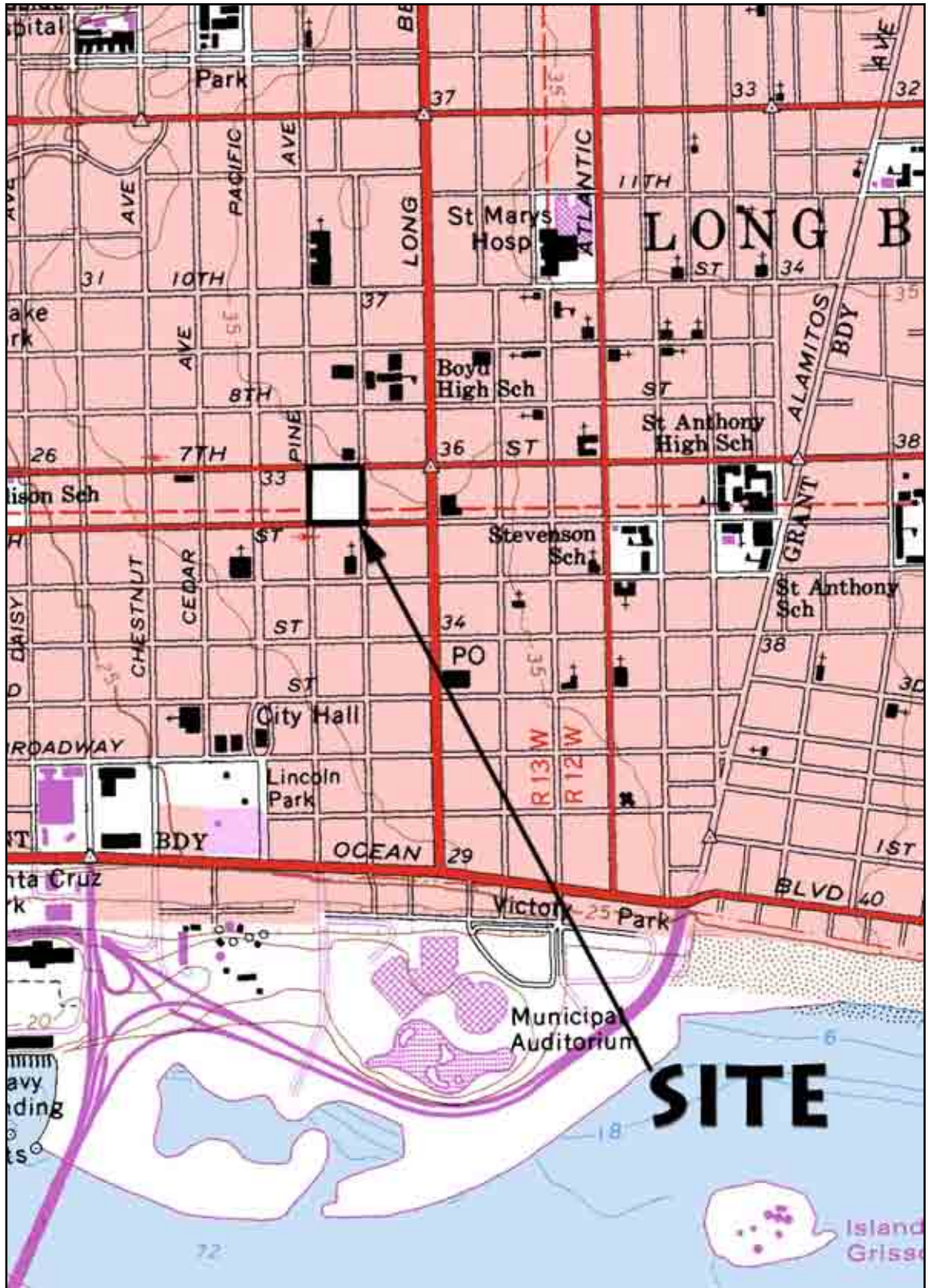


Figure 1. Site Location [USGS 7.5' Quadrangle, Long Beach, 1964]

## Historic Resources Report: Long Beach Press-Telegram and Meeker/Baker Buildings (2 of 14)

The criteria for determining eligibility for listing on the National Register of Historic Places (NRHP) have been developed by the National Park Service. Properties may qualify for NRHP listing if they:

- A. are associated with events that have made a significant contribution to the broad patterns of our history; or
- B. are associated with the lives of persons significant in our past; or
- C. embody the distinctive characteristics of a type, period, or method of construction or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
- D. have yielded, or may be likely to yield, information important in prehistory or history.

According to the National Register of Historic Places guidelines, the “essential physical features” of a property must be present for it to convey its significance. Further, in order to qualify for the NRHP, a resource must retain its integrity, or “the ability of a property to convey its significance.”

The seven aspects of integrity are: Location (the place where the historic property was constructed or the place where the historic event occurred); Design (the combination of elements that create the form, plan, space, structure, and style of a property); Setting (the physical environment of a historic property); Materials (the physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property); Workmanship (the physical evidence of the crafts of a particular culture or people during any given period of history or prehistory); Feeling (a property’s expression of the aesthetic or historic sense of a particular period of time), and; Association (the direct link between an important historic event or person and a historic property).

The relevant aspects of integrity depend upon the National Register criteria applied to a property. For example, a property nominated under Criterion A (events), would be likely to convey its significance primarily through integrity of location, setting and association. A property nominated solely under Criterion C (design) would usually rely primarily upon integrity of design, materials and workmanship. The California Register procedures include similar language with regard to integrity.

The minimum age criterion for the National Register of Historic Places (NRHP) and the California Register of Historical Resources (CRHR) is 50 years. Properties less than 50 years old may be eligible for listing on the NRHP if they can be regarded as “exceptional,” as defined by the NRHP procedures, or in terms of the CRHR, “if it can be demonstrated that sufficient time has passed to understand its historical importance” (Chapter 11, Title 14, §4842(d)(2))

Historic resources as defined by CEQA also includes properties listed in “local registers” of historic properties. A “local register of historic resources” is broadly defined in §5020.1 (k) of the Public Resources Code, as “a list of properties officially designated or recognized as historically significant by a local government pursuant to a local ordinance or resolution.” Local registers of historic properties come essentially in two forms: (1) surveys of historic resources conducted by a local agency in accordance with Office of Historic Preservation procedures and standards, adopted by the local agency and maintained as current, and (2) landmarks designated under local ordinances or resolutions. These properties are “presumed to be historically or culturally significant... unless the preponderance of the evidence demonstrates that the resource is not historically or culturally significant.” (Public Resources Code §§ 5024.1, 21804.1, 15064.5)

## Historic Resources Report: Long Beach Press-Telegram and Meeker/Baker Buildings (3 of 14)

### *Long Beach Landmark Criteria*

According to §2.63.050 of the Long Beach Municipal Code (Criteria for designation of landmarks and landmark districts), a cultural resource may be recommended for designation as a landmark or landmark district if it manifests one of the following criteria:

- A. It possesses a significant character, interest or value attributable to the development, heritage or cultural characteristics of the city, the southern California region, the state or the nation; or
- B. It is the site of a historic event with a significant place in history; or
- C. It is associated with the life of a person or persons significant to the community, city, region or nation; or
- D. It portrays the environment in an era of history characterized by a distinctive architectural style; or
- E. It embodies those distinguishing characteristics of an architectural type or engineering specimen; or
- F. It is the work of a person or persons whose work has significantly influenced the development of the city or the southern California region; or
- G. It contains elements of design, detail, materials, or craftsmanship which represent a significant innovation or
- H. It is a part of or related to a distinctive area and should be developed or preserved according to a specific historical, cultural or architectural motif; or
- I. It represents an established and familiar visual feature of a neighborhood or community due to its unique location or specific distinguishing characteristic; or
- J. It is, or has been, a valuable information source important to the prehistory or history of the city, the southern California region or the state; or
- K. It is one of the few remaining examples in the city, region, state or nation possessing distinguishing characteristics of an architectural or historical type; or
- L. In the case of the designation of a tree(s) based on historic significance, that the tree(s) is (are) associated with individuals, places and/or events that are deemed significant based on their importance to national, state and community history; or
- M. In the case of the designation of a tree(s) based on cultural contribution, that the tree(s) is (are) associated with a particular event or adds (add) significant aesthetic or cultural contribution to the community. (Ord. ORD-05-0026 § 1, 2005; Ord. C-6961 § 1 (part), 1992).

### **3. Impact Thresholds and Mitigation**

According to PRC §21084.1, “a project that may cause a substantial change in the significance of an historical resource is a project that may have a significant effect on the environment.” The Public Resources Code broadly defines a threshold for determining if the impacts of a project on an historic property will be significant and adverse. By definition, a substantial adverse change means, “demolition, destruction, relocation, or alterations,” such that the significance of an historical resource would be impaired (PRC §5020.1(6)). For purposes of NRHP eligibility, reductions in a resource’s integrity (the ability of the property to convey its significance) should be regarded as potentially adverse impacts.

Further, according to the CEQA Guidelines, “an historical resource is materially impaired when a project... [d]emolishes or materially alters in an adverse manner those physical characteristics of an historical resource that convey its historical significance and that justify its inclusion in, or eligibility for, inclusion in the California Register of Historical Resources [or] that account for its inclusion in a local register of historical resources pursuant to section 5020.1(k) of the Public Resources Code or its identification in an historical re-

## Historic Resources Report: Long Beach Press-Telegram and Meeker/Baker Buildings (4 of 14)

sources survey meeting the requirements of section 5024.1(g) of the Public Resources Code, unless the public agency reviewing the effects of the project establishes by a preponderance of evidence that the resource is not historically or culturally significant.”

The lead agency is responsible for the identification of “potentially feasible measures to mitigate significant adverse changes in the significance of an historical resource.” The specified methodology for determining if impacts are mitigated to less than significant levels are the *Secretary of the Interior’s Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings* and the *Secretary of the Interior’s Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings* (1995), publications of the National Park Service. (PRC §15064.5(b)(3-4))

### 4. Historical Setting

#### *General Historical Context*

The present city of Long Beach is located on a portion of the 300,000 acres of land granted to Manuel Nieto by the Spanish colonial government in 1784. This tract would subsequently be divided into five smaller land grants, including Rancho Los Alamitos and Rancho Cerritos, on which Long Beach would later be established. The former was purchased in 1840 by real estate speculator and cattleman Abel Stearns, who was in the process of amassing one of the largest land-holdings in Southern California, known collectively as Stearn’s Ranchos. Rancho Los Alamitos was purchased in 1843 by Los Angeles merchant John Temple. Both Stearns and Temple became victims of the prolonged droughts of the early 1860s, eventually selling the two ranchos to Jotham Bixby.

The first effort to develop the ranchos was attempted by William E. Wilmor, in 1880, on a portion of the Bixby landholdings. He called his townsite the “American Colony” or “Willmore City.” Willmore was a few years too early to benefit from the enormous railroad-inspired Southern California land boom of the late 1880s, and was undercapitalized. His efforts failed, but Willmore’s 1882 subdivision formed the precursor to modern Long Beach. The townsite was purchased in 1884 by the Long Beach Land and Water Company, which began making significant improvements, including the construction of a wharf and hotel, and connecting the town to the Southern Pacific Railroad’s Wilmington branch. The elements for growth now in place, the expansion was explosive, especially after the opening of a Pacific Electric line to the city in 1902. Long Beach, which had become one of the region’s premier seaside resorts, was incorporated as a city in 1908.

The city began to take on a more commercial and industrial character with the construction of harbor facilities, beginning with the relocation of the Craig Shipbuilding Company to Long Beach in 1907. The Port of Long Beach continued to expand as oceanfront lands were reclaimed, particularly after the discovery of major oil fields at nearby Signal Hill in 1921. The 1920s would be a defining decade for Long Beach, as it expanded rapidly on the twin pillars of tourism and commerce, emerging as a city rivaling Los Angeles for regional stature and importance.

The devastating 1933 Long Beach earthquake was a major setback for Long Beach, particularly coming as it did at the nadir of the Great Depression. The city’s fortunes would return fairly quickly, however, with the continued development of local oil resources during the 1930s, and the establishment of the Long Beach Navy Base and Shipyard in 1940.

## Historic Resources Report: Long Beach Press-Telegram and Meeker/Baker Buildings (5 of 14)

### *Site-Specific Context*

#### *Long Beach Press-Telegram*

The city's prominent daily newspaper was formed in 1924, from the merger of two existing papers, the Long Beach *Press* and the Long Beach *Telegram*. The *Press*, a semi-weekly founded in 1897 by John G. Palmer and F.R. Smith, became the third of three newspapers to be published in the growing community, but only for a matter of weeks. Palmer and Smith quickly absorbed their two competitors, The *Breaker*, which traced its publication history to 1888, and the *Eye*, which first appeared in 1893, combining them into the expanded operations of the *Press*.

Two years later, the paper was purchased by J.A. Miller who in turn sold the newspaper to a group of investors, the Press Publishing Company. In 1902 the new ownership began publishing the newspaper for the first time as a daily. The *Press* now competed for readership with the *Tribune*, which was founded by T.W. Lincoln as a weekly in 1898, but had gone to daily publication in 1900.

In subsequent years, the *Tribune* came to be owned by Frank F. Merriam, who served in the State Legislature from 1917-26, as Lieutenant Governor 1931-34, and was elected governor of California in 1934. In 1907 Merriam sold his interests in the *Tribune* to the Press Publishing Company. The merged newspapers continued publishing as the Long Beach *Press*. In 1911 the *Press* was purchased by a group of investors headed by William F. Prisk and Charles H. Prisk.

A few years earlier, in 1906, William Prisk and younger brother Charles had purchased the Pasadena *Star*, which they merged into the Pasadena *News* ten years later. After the brothers, along with a number of additional partners, purchased the Long Beach *Press* in 1911, Charles Prisk took over the management of the *Star*, while William Prisk published the *Press*. They lived in Pasadena and Long Beach, respectively. After Charles Prisk died in 1940, William Prisk assumed the management of the Star-News companies.

The Long Beach *Telegram* was founded in 1904 by veteran newspaperman Frank C. Roberts. Born in Ohio in 1856, Roberts worked for numerous newspapers throughout the United States before settling in Long Beach after 1900. In 1905, Roberts took on James J. Penny as a partner in the Long Beach Daily Telegram Company. With the death of Frank Roberts in 1922, the paper entered into a period of uncertainty, while his widow May E. Roberts, whom he'd married during the mid-1890s, and Belle McCord Roberts, a daughter from a previous marriage, vied for control of the company. Belle Roberts prevailed in a lawsuit, taking control of the newspaper as its editor and publisher in December 1922. For the next two years, she was reputed to be the only woman in the United States to edit and publish a major daily newspaper.

In 1923, two new daily newspapers were established in Long Beach, the *Sun* and the *News*. In this environment of increased competition for readership, a merger between the *Press* and the *Telegram* was engineered in 1924. William F. Prisk took over as editor and publisher of the *Press-Telegram*, and Belle McCord Roberts moved to the sidelines as a vice-president and minority stockholder, eventually selling her shares in the company to newspaper owner Ira C. Copley. William Prisk continued to run the *Press-Telegram* until 1952, when the newspaper was sold to the Ritter newspaper chain.

In 1924 a new four-story office and printing building was constructed on Pine Avenue and Sixth Street to house the joined *Press* and *Telegram*. The designer was the notable Long Beach architect W. Horace Austin. The building grew to accommodate the expansion of the newspaper. Significant additions and alterations were made to the building in 1945, 1948 and 1972.



## Historic Resources Report: Long Beach Press-Telegram and Meeker/Baker Buildings (6 of 14)

### *William F. Prisk*

William Frederick Prisk was born in Nevada County in 1870, the second son of William and Mary Hosking Prisk. He began his career in the newspaper industry at ten years of age, as a newspaper carrier, advancing to typesetting a few years later. At the age of 18, he became a partner in the publication of the Grass Valley *Evening Telegraph*, the first of numerous newspapers in which he would hold an interest during his lifetime. Prisk worked as the paper's typesetter, reporter and business manager. He sold his share of the paper after two years, and invested in the Fresno *Review*. During this period, he worked as a market reporter in San Francisco and for the Sacramento *Union*. Prisk returned to Grass Valley in 1893 to become the editor and publisher of the Grass Valley *Union*. In 1897, he was elected to the State Senate, the youngest member of that body to that date. He served a single term. He probably arrived in Long Beach in 1911, the year he and his brother purchased the *Long Beach Press*.

William Prisk died in Long Beach in 1962, at the age of 92. Two years earlier, he had been recognized by the state Legislature as "one of California's most distinguished and best-loved citizens." He was inducted into the California Newspaper Publisher's Association Hall of Fame in 1965. During the 1950s, a Long Beach elementary school was named in honor of William Prisk, who by that time was sometimes referred to as "Mr. Long Beach."

### *Belle McCord Roberts*

Roxie Belle McCord Roberts was born in Greenville, Bond County, Illinois in 1878 to Frank Roberts and Roxanna Dresser. Her mother died the same year, possibly in childbirth, and she was placed in the care of her aunt and uncle, John W. McCord and Alenia Dresser McCord, who either formally or informally adopted her. She attended the Port Byron Academy in Port Byron, Illinois, and the Hedding College Conservatory in Abingdon, Illinois. Her undergraduate education was at Cornell College in Iowa, and she earned an M.A. in English at Northwestern University. She taught music and speech at an Iowa high school, and upon returning to Greenville around 1910, operated a school for public speaking. Her grandfather was one-term Illinois State Senator Nathaniel Dresser, and her uncle, William A. Northcott, served as Lieutenant Governor of Illinois.

In 1912 her grandfather died and left her a substantial inheritance. McCord used the money to purchase a ranch near Beulah, Pueblo County, Colorado, remaining there until 1919, when Frank Roberts asked her to join him in Long Beach. During the late 1920s, after divesting her shares in the *Press-Telegram*, Belle McCord Roberts purchased extensive gold mining interests in California and Nevada, which she operated as the Roberts Mining and Milling Company, along with several partners and advisors. By the late 1930s, the company had bankrupted, taking most of her fortune with it. During her lifetime, Belle McCord Roberts was also a noted public speaker, political activist, and a championship trapshooter. She died in Long Beach in 1948.

### *W. Horace Austin, AIA*

William Horace Austin was born in Kansas in 1881, moving to Long Beach with his family in 1895. He began his association with architecture working in the building trades, and later was educated in architecture at the University of Pennsylvania, although he apparently returned to California without obtaining a full degree. During the course of his career, Austin became one of the city's most prolific commercial and institutional architects. His many design credits in Long Beach include the Farmers and Merchants Banks (1921), City National Bank (1921), Long Beach Junior College (1929), Adelaide Techenor Hospital School clinic (1937), and numerous reconstructions and remodeling projects after the 1933 earthquake.

## Historic Resources Report: Long Beach Press-Telegram and Meeker/Baker Buildings (7 of 14)

Outside of Long Beach, he designed the Seal Beach City Hall (1929), the Compton Middle School (1929), Compton Grammar School (1930), the Santa Ana Masonic Hall (1930), the Bowers Memorial Museum in Santa Ana (1930, with Frank Landsdown), and the San Pedro Post Office/Federal Building (1934-36, with Gordon Kaufmann). Collaborating with Los Angeles architect John C. Austin (apparently unrelated) he designed the Citrus Union High School (1921), Woodrow Wilson School in Long Beach (1925 with Ausin and Frederick Ashley) and the Riverside Junior High School (1925 with Austin and Frederick Ashley). He died in Long Beach in 1942.

### 5. Potential Historic Resources

#### *604 Pine Avenue (Long Beach Press-Telegram Building)*

This four-story building located on a prominent corner is characterized by a symmetrical organization of bays along the primary Pine Avenue and Sixth Street elevations, defined by wide brick piers. Each bay is subdivided vertically into three parts by narrow, shallow pilasters topped by capitols and terminating in arches. A blind arcade consisting of shallow arches wraps the main elevations above the bays and below the cornice. The cornice is supported by scrolled piano-leg brackets between each bay. A dentil moulding runs underneath. The street-level elevations are similarly divided into eight storefronts on the two streets frontages. The storefront materials are modern anodized aluminum. The primary building material is poured-in-place concrete, faced with brick. Fenestration located within the bays, which consists of aluminum casements, is covered by a modern louvered aluminum grill. Architecturally, the building exhibits the abstracted Italian Renaissance Revival style as it was utilized frequently during the 1920s

The Press-Telegram building was constructed in 1924 and designed by noted Long Beach architect H. Horace Austin. At that time, the building consisted of three bays on Pine Avenue and eight bays on 6th Street. A fourth bay was added circa 1930. The building was substantially damaged in the 1933 earthquake, and repaired. In 1944-45, a 50 by 70 foot addition was made, apparently to the rear of the building, along Tribune Alley. The building was then roughly doubled in street-frontage with the addition of the four matching bays on Pine Street. The architect for this addition was J.H. Davies, apparently working from Austin's original architectural scheme. In 1968 the original sash windows were replaced with the existing aluminum windows. Presumably, the aluminum grills within the bays were added at the same time. The ground floor, including the lobby areas and storefronts, were altered to their present configurations during a major remodeling campaign in 1969-71. A 15,000 square foot steel-roofed building was added in 1972-73. [Photos 1, 2]

#### *644 Pine Avenue*

This two-story commercial building was constructed in 1925, and for several decades was occupied by the Singer Sewing Machine Company store. The original architect, if any, is unknown. This building was extensively altered to its current appearance in 1978. Only the original terra cotta cornice and a small portion of the upper facade remain. [Photo 3]

#### *650 Pine Avenue (Meeker/Baker Building)*

The Long Beach Municipal Code contains the following description of this property in connection with its designation as a City Landmark, including the reasons for its designation:

16.52.720 The Meeker Building.

## Historic Resources Report: Long Beach Press-Telegram and Meeker/Baker Buildings (8 of 14)

Pursuant to the provisions of Chapter 2.63 and with the recommendation of the planning commission, the city council designates the following building as an historical landmark in the city: The Meeker Building.

A. Location, Description and Reasons for Designation. Located at 650 Pine Avenue/112 East 7th Street in the city, the Meeker Building was constructed in 1924 at the eastern end of the main commercial street of Long Beach. The two-story structure occupies a prominent corner of the business district, contributing to its character and continuity. The building was designed in the Renaissance Revival style and still exhibits elements of that style, primarily on the second story. Elements of the original style still extant include decorative brick and tile work, arched openings, medallions, and a frieze with medallions. Some alterations on the corner have damaged the integrity of the building, but the structure remains a representative example of commercial architecture in downtown Long Beach from the 1920's period of development.

The building entrance at 112 E. 7th Street retains its monumental architectural character in its original condition. It is a two-story Renaissance-styled doorway, flanked by paired columns. The two-story lobby contains an open staircase and original cage elevator. The lobby walls are decorated with cast plaster ornamental floral designs in a frieze.

The second story retains all its original interiors: mahogany woodwork, original glass and mahogany doors with transoms, original double-hung wood frame windows, high ceiling heights. The retention of all the original 1924 building fabric in the interiors is remarkable, and a special asset of the building.

The aluminum storefront sign which obscures the facade is removable; original building material exists underneath. (Ord. C-6921 § 3, 1991).

The current appearance of this building appears to be substantially similar today. Some effort to introduce more suitable ground floor storefront treatments has apparently occurred subsequent to this designation. [Photo 4]

### 6. Eligibility of Historic Resources

*National and California Registers: Significance, Eligibility and Integrity*

**604 Pine Avenue (Long Beach Press-Telegram Building).** The Long Beach *Press-Telegram*, created by the merger of the *Press* and *Telegram* in 1924, represents the combined operations of at least five previous newspapers in the city dating historically to 1888. The newspaper can consequently be regarded as having a nearly 120 year relationship with the city of Long Beach extending back through its predecessors on the *Press* side of the company's family tree, to the city's founding decade. It has operated continuously under its current masthead, and in its present location, for over 80 years. The Press-Telegram Building should therefore be regarded as potentially eligible for the NRHP and CRHR under Criterion A (1) for its lengthy association with Long Beach as one its most prominent commercial institutions.

The property should also be regarded as potentially eligible for the NRHP and CRHR under Criterion B (2) for its association with individuals of importance to the city of Long Beach, including Frank C. Roberts, founder of the Long Beach *Telegram* in 1904, who was lauded as one of the city's leading citizens on his death in 1922; with William Prisk, who purchased the Long Beach *Press* in 1911 and was known statewide for his efforts in newspaper publishing and locally as the newspaper's publisher for nearly 30 years; and with Belle McCord Roberts, briefly the only woman to publish a major daily newspaper in the United States, and who was

## Historic Resources Report: Long Beach Press-Telegram and Meeker/Baker Buildings (9 of 14)

also apparently instrumental in engineering the merger of the *Press* and *Telegram* into its current configuration.

The property also appears to be eligible for the NRHP and CRHR under Criterion C (3) as a building designed by W. Horace Austin, one of the city's most prominent architects during the 1920s, and as a scarce remaining example of monumental commercial architecture of the period.

Integrity Discussion: The integrity of **location** for this property is intact; it is located on the site on which it was originally constructed. The integrity of **design** was substantially compromised during the 1960s and 1970s, with the addition of aluminum screens over the windows, the replacement of the windows themselves, and the alteration of the ground floor storefronts. The historical **setting** for the property is substantially diminished, due to the replacement of much of the surrounding historic commercial district with contemporary construction over the last 20 years. To the extent that the property is altered, its integrity of **materials** and **workmanship** is also reduced. The property's integrity of **feeling** and **association** are largely intact, as the building remains in use as a newspaper office.

On a whole, this property appears to lack the integrity required for it to be eligible for listing on the NRHP or CRHR.

**644 Pine Avenue.** This property does not appear to be associated with events of importance to the development of Long Beach (Criteria A/1), or with individuals known to be of significance to the city's history (Criterion B/2). It should not be regarded as potentially eligible under Criterion C (3) due to the extensive alterations to its appearance which occurred in 1978.

**650 Pine Avenue (Meeker/Baker Building).** This property does not appear to be associated with events of importance to the development of Long Beach (Criteria A/1), or with individuals known to be of significance to the city's history (Criterion B/2). However, it should be regarded as potentially eligible under Criterion C (3) as a good, representative example of Renaissance Revival style commercial architecture of the 1920s.

Integrity Discussion: The integrity of **location** for this property is intact; it is located on the site on which it was originally constructed. The integrity of **design** was somewhat compromised with the alteration of the ground floor storefronts. The historical **setting** for the property is substantially diminished, due to the replacement of much of the surrounding historic commercial district with contemporary construction over the last 20 years. To the extent that the property is altered, its integrity of **materials** and **workmanship** is also reduced. The property's integrity of **feeling** and **association** are largely intact, as the building remains in its historical use, as a commercial building, with apartments on the second floor.

On a whole, this property appears to retain a sufficient level of integrity required for it to be eligible for listing on the NRHP or CRHR.

### *Properties Less Than 50 Years of Age*

Properties less than 50 years of age may be eligible if they can be found to be "exceptional." While no hard and fast definition for "exceptional" is provided in the NRHP literature, the special language developed to support nominating these properties was clearly intended to accommodate properties which demonstrate a level of importance such that their historical significance can be understood without the passage of time. In general, according to NRHP literature, eligible "exceptional" properties may include, "resources so fragile that survivors of any age are unusual. [Exceptionalness] may be a function of the relative age of a community and

## Historic Resources Report: Long Beach Press-Telegram and Meeker/Baker Buildings (10 of 14)

its perceptions of old and new. It may be represented by a building or structure whose developmental or design value is quickly recognized as historically significant by the architectural or engineering profession [or] it may be reflected in a range of resources for which the community has an unusually strong associative attachment." No properties in the study area appear to rise to the exceptional level.

### *Local Significance and Eligibility*

**604 Pine Avenue (Long Beach Press-Telegram Building).** This building was determined by the City of Long Beach to be eligible for listing as a City Landmark in connection with a survey of historic properties conducted in 1988. It was not listed at that time, for reasons which are not fully apparent. However, this property appears to remain eligible for local designation under criteria A, B, C, D, F and I of the Landmarks Ordinance.

**644 Pine Avenue.** This property does not appear to be eligible for local designation under any ordinance criterion. It has no known historic associations and due to the extensive alterations which occurred in 1978, should not be regarded as architecturally significant. It does not appear to have been previously determined to be eligible through the 1988 survey or other inventories or determinations.

**650 Pine Avenue (Meeker/Baker Building).** This property is currently a designated Long Beach City Landmark.

### *Conclusion*

The properties located at 604 Pine Avenue and 650 Pine Avenue should be regarded as historic resources for the purpose of the California Environmental Quality Act (CEQA).

## 7. Project Impacts

1. Presently, the property located at 604 Pine Avenue is ineligible for listing on the NRHP and CRHR due primarily to a lack of design integrity. The proposed project proposes to restore the building's exterior street elevations to their historic appearance. Taken on its own, this activity could result in the property becoming eligible for listing on the NRHP and CRHR. However, the project also proposes the removal of a substantial quantity of historic building fabric, including roughly 40% of the above-ground interior spaces of the building related to its historic use, as well as the permanent attachment of new construction which does not respect the materials, features, size, scale and proportion, and massing of the historic property. This activity would likely cause the property to become ineligible for the NRHP and CRHR, even if the property had not been previously altered. Taken as a whole, therefore, the impact of the project with respect to NRHP and CRHR eligibility is neutral.

The property is currently eligible for designation as a City Landmark. The project proposes the removal of a substantial quantity of historic building fabric, including roughly 40% of the above-ground interior spaces of the building related to its historic use, as well as the permanent attachment of new construction which does not respect the materials, features, size, scale and proportion, and massing of the historic property. Consequently, the proposed activities will result in a currently eligible property potentially becoming ineligible for designation as a City Landmark. Therefore, the project will result in a significant adverse impact on an historic resource which cannot be mitigated to a less than significant and adverse level. (Class 1)

## Historic Resources Report: Long Beach Press-Telegram and Meeker/Baker Buildings (11 of 14)

2. The proposed project will result in the loss of extensive historic building fabric for 650 Pine Avenue, including all or most of the interior spaces of the building related to its historic use, as well as the permanent attachment of the historic building to new construction which does not respect the materials, features, size, scale and proportion, and massing of the historic property. As an offsetting factor, the project also proposes to restore the exterior building facade to its historic appearance. These proposed activities will result in the property no longer remaining eligible for listing on the NRHP or CRHR, or as a City Landmark, due to a significant loss of design and setting integrity. These proposed activities will result in a significant adverse impact on an historic resource which cannot be mitigated to a less than significant and adverse level. (Class 1)
3. The project is located in proximity to two designated City Landmarks, 601 Pine Avenue and the Walker Building, at 4th Street and Pine Avenue. Due to the scale, size, bulk and design of the proposed project, the project may have potentially adverse impacts on these properties resulting from a reduction of integrity of historic setting. However, due to the extensive new construction and redevelopment which has occurred in downtown Long Beach within the past two to three decades, the existing historic setting for the designated landmarks has already been substantially degraded. Therefore, the proposed project should not be seen as having a significant indirect impact on these properties.

### 8. Mitigation Measures and Residual Impacts

A principle of environmental impact mitigation is that some measure or combination of measures may, if incorporated into a project, serve to avoid or reduce significant and adverse impacts to a historic resource. In reference to mitigating impacts on historic resources, the CEQA Guidelines state:

Where maintenance, repair, stabilization, rehabilitation, restoration, preservation, conservation or reconstruction of the historical resource will be conducted in a manner consistent with the *Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings* (1995), Weeks and Grimmer, the project's impact on the historical resource shall generally be considered mitigated below a level of significance and thus is not significant. (PRC §15126.4 (b)(1))

These standards, developed by the National Park Service, represent design guidelines for carrying out historic preservation, restoration and rehabilitation projects. The Secretary's Standards and the supporting literature describe historic preservation principles and techniques, and offers recommended means for carrying them out. Adhering to the Standards is the only method described within CEQA for reducing project impacts on historic resources to less than significant and adverse levels.

The demolition of an historic property cannot be seen as conforming with the *Secretary of the Interior's Standards*. Therefore, the absolute loss of an historic property should generally be regarded as an adverse environmental impact which cannot be mitigated to a less than significant and adverse level. Further, the usefulness of documentation of an historic resource, through photographs and measured drawings, as mitigation for its demolition, is limited by the CEQA Guidelines, which state:

In some circumstances, documentation of an historical resource, by way of historic narrative, photographs or architectural drawings, as mitigation for the effects of demolition of the resource will not mitigate the

## Historic Resources Report: Long Beach Press-Telegram and Meeker/Baker Buildings (12 of 14)

effects to a point where clearly no significant effect on the environment would occur. (PRC §15126.4 (b)(2))

Implied by this language is the existence of circumstances whereby documentation may mitigate the impact of demolition to a less than significant level. However, the conditions under which this might be said to have occurred are not described in the Guidelines. It is also noteworthy that the existing CEQA case law does not appear to support the concept that the loss of an historic resource can be mitigated to less than adverse impact levels by means of documentation or commemoration. (League for Protection of Oakland's Architectural and Historic Resources v. City of Oakland [1997] 52 Cal.App.4th 896)

Taken in their totality, the CEQA Guidelines require a project which will have potentially adverse impacts on historic resources to conform to the *Secretary of the Interior's Standards*, in order for the impacts to be mitigated to below significant and adverse levels. However, CEQA also mandates the adoption of feasible mitigation measures which will reduce adverse impacts, even if the residual impacts after mitigation remain significant. Means other than the application of the Standards would necessarily be required to achieve this level of mitigation. In determining what type of additional mitigation measures would reduce impacts to the greatest extent feasible, best professional practice dictates considering the level of eligibility of the property, as well as by what means it derives its significance.

Mitigation programs for impacts on historic resources tend to fall into three broad categories: documentation, design and interpretation. Documentation techniques involve the recordation of the site according to accepted professional standards, such that the data will be available to future researchers, or for future restoration efforts. Design measures could potentially include direct or indirect architectural references to a lost historic property, e.g., the incorporation of historic artifacts, into the new development, or the relocation of the historic property to another suitable site. Interpretative measures could include commemorating a significant historic event or the property's connection to historically significant themes.

### *Mitigation Measures*

1. In consultation with a qualified historic preservation professional, the applicant shall produce a Documentation Report consisting of black and white archival, quality photographs and measured drawings of the historic resources to be altered, which along with the Historic Resources Report prepared for this property, shall be submitted to an appropriate repository.
2. In consultation with a qualified historic preservation professional, an interpretive plan for the property shall be produced, focusing on the significant historic themes associated with the properties. The plan may consist of a public display or other suitable approach to interpreting the history of the properties, as determined by the City of Long Beach.
3. To the greatest extent feasible, all modifications to historic building on the property shall be undertaken in conformance with the *Secretary of the Interior's Standards for the Treatment of Historic Properties*. These alterations should not unnecessarily destroy historic materials or architectural features which characterize the property, and to the greatest extent feasible, shall be based on historical documentation and/or forensic evidence of original conditions.

## **Historic Resources Report: Long Beach Press-Telegram and Meeker/Baker Buildings (13 of 14)**

4. The language related to alterations contained within the Long Beach Municipal Code related to the City Landmark designation for 650 Pine Street shall be implemented with respect to this property. This language states:

*B. General Guidelines and Standards for Any Changes. The "Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings" prepared by the Secretary of the Interior (Revised, 1983), as amended, are incorporated by reference, and they, along with the following additional guidelines and standards as recommended by the cultural heritage commission shall apply to the landmark:*

*Original historic fabric shall be retained as much possible. Any alterations, repairs or modifications of the subject structure shall be done so in keeping with its historic character. No environmental change shall be allowed unless a certificate of appropriateness has been applied for and approved by the cultural heritage commission upon appeal, authorizing such environmental change. (Ord. C-6921 § 3, 1991).*

### *Impacts After Mitigation*

Significant and adverse.



## Historic Resources Report: Long Beach Press-Telegram and Meeker/Baker Buildings (14 of 14)

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Photo 1. Long Beach Press-Telegram Building, circa 1930 [Historical Society of Long Beach].



Photo 2. Press-Telegram Building, Pine Avenue and 6th Street elevations [6 January 2006.



Photo 3. 644 Pine Avenue [4 May 2006].



Photo 4. 650 Pine Avenue (Meeker/Baker Building), Pine Avenue and 7th Street elevations [4 May 2006].